

SWANSEA

BY

FRANK TYRELL



Swansea Castle in 1740

From Roman to Modern Times

Stories of the Years of Progress

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" TAWEPORT "

A novel based on Swansea.

7301

**" THE STORY OF THE CITY OF
SWANSEA "**

How dear to this heart are the scenes of my
childhood,
When fond recollections present them to
view !
The orchard, the meadow, the deep-tangled
wildwood,
And every loved spot which my infancy
knew !



1970-1971
1970-1971

VILLAGE
ON
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boat fishing

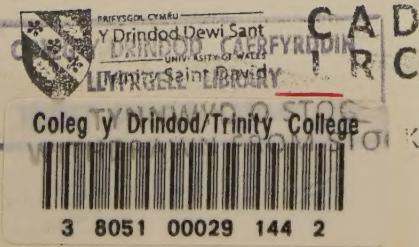
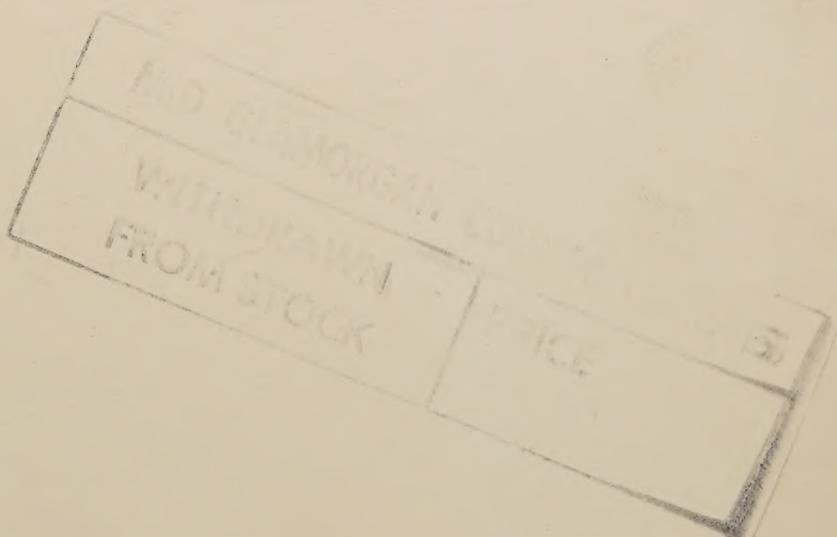


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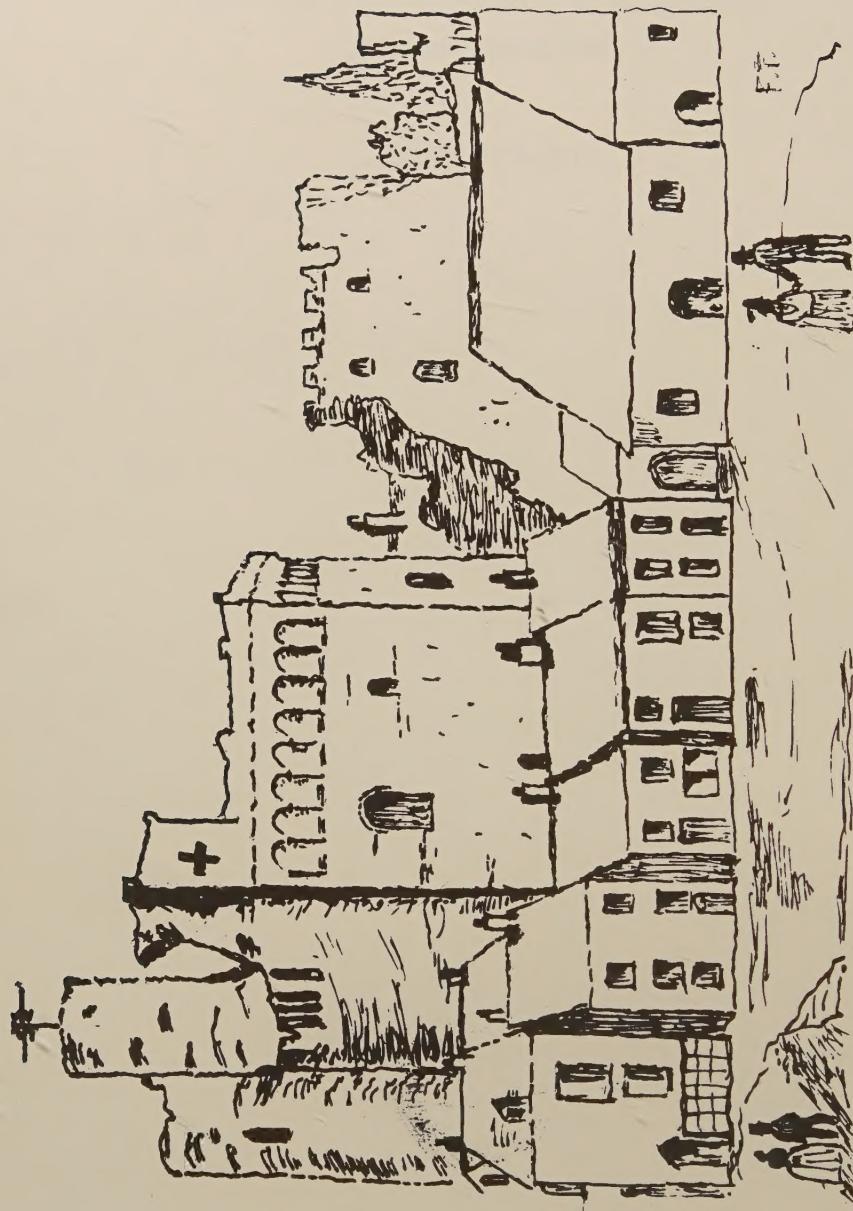
SWANSEA

A history of the city in story form. Its progress
over one thousand years, and some of the
personalities who helped to make it a large
and prosperous city.

by

FRANK TYRELL

PRINTED BY
HOWARD JONES ASSOCIATES
SWANSEA



Swansea Castle in 1740

SWANSEA

A STORY OF THE CITY OVER ONE THOUSAND YEARS

by

FRANK TYRELL

Illustrations drawn by the author



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TAWE VALE

Thro' vale of beauty rare,
Thro' crag and meadow green,
Thro' hamlet, farm and forest fair,
With waters pure it wends its way
Thro' Hafod as the Tawe flows to sea.

O'er shingle, quicker waters prance
Sweet and sparkling thro' the glen,
And trancient wavelets gaily dance,
To shed a million radiant gleams,
Thro' Hafod as the Tawe flows to sea.

The Golden Mile with blossoms lush,
The verdant fields to waters edge,
Hushed save the birdsong of the thrush
Or lowing heard or braying mare,
Nigh Hafod as the Tawe flows to sea.

But that was time of long ago,
Ere the eve of change,
Ere man's lucre lust for more,
And hushed the river's chattered flow
Thro' Hafod as the Tawe flows to sea.

No more song-bird sings on high,
No more the verdant fields abound,
Nor Gorse bush with the Golden chain do vie,
And Tawe lost of beauty to the murk,
Thro' Hafod as its waters flow to sea.

FRANK TYRELL

Errata :

Page 93: Re Dylan Thomas. The schools he attended should read:
Mrs. Hole's Private School and Bishop Gore Grammar School.
And not as stated.

Page 38: Re Population increase. The date the population reached 78,000 was 1880 and not 1800.

Q942.9051

PREFACE

I am indebted to the Royal Institution of South Wales for permission to take copies of pictures and prints of old Swansea, and to scan through old books and manuscripts in their library, and display rooms.

I am indebted, also, to Mr. J. M. Davies, M.A. of Bishop Gore School for information relating to the school.

The contents of this book is the result of many years of study of the history of Wales and also of Swansea. Many references of events and personalities of Norman times, have been taken from documents in the Manuscript Room at the British Museum.

References to the early days of the Copper Industry have been taken from the works by Colonel George Grant Francis.

During my studies of Welsh History I have gained much knowledge of our country from books old and new. Many differ in their records of events. This is due, in the main, to the fact that the writer has recorded these events from the viewpoint of his, or her, locality. In early days most national characters were more concerned with their own self interests rather than for the benefit of the people as a whole. But, for the most part, the events recorded in this book are true, but it is not a history book, it is a story book, and, as such, I present it to you.

Frank Tyrell
August 1970

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AUTHOR'S REMARKS

SINCE PUBLISHING my first booklet, which was brought out to coincide with the city making ceremony, and which I called the ' Story of the City of Swansea ', I have had many requests from readers and friends to repeat the edition in a larger and more detailed form. I was surprised to find the interest shown by so many of the younger generation, who are anxious to learn about the early years and progress of the town in which they live. The booklet, written in the form of a story and not a history, seemed to have aroused a great deal of interest from these young people.

The booklet gives only a glimpse into the past and the wonderful story that can be told of our city, how from a small walled-in community of a few thousand people to the city of beauty and prosperity it is today. The story of the men who risked their all to help it along, the men who guided its progress, of the ups and downs it endured during its progress. It tells of the fight to cater for a population explosion far greater than anything we have to deal with today, and of the wise councils and fearless decisions made in face of tremendous opposition, when money was required to meet the needs of this vast increase in population in so short a time. All these things are stories in themselves, and I have found the young people of today want to know about them and to read about these men, their wives and their children.

To write a story like this requires a tremendous amount of research and I have undertaken this task to satisfy the wishes of those who have requested it. For many years I have studied the historical works of the early writers, and I have delved very deeply into the dusty dry records that are available, I have read fact and fable and have wondered, oftentimes, which is true, for like most historical writings, the imagination of the writer must sometimes wander off into fantasy, and if in this book you find some events beyond belief, the blame will not lie with me but with those early writers who recorded them; you see, I was not there when they happened.

But I was there when much that has happened in Swansea took place ; I was born in the nineteenth century and have lived through most of the twentieth and can record many changes in the life of our town in those years. I have seen progress and depression, good and bad times, I have seen the old and the new Swansea, and believe me, I have found it a very delightful town in which to live. Its situation and surroundings, the friendliness of its people, have all helped to fill my seventy five years of life with pleasurable memories.

Frank Tyrell
August 1970

SWANSEA CHARTERS

1150	Henry de Newburge.	The town and franchise of Swainsea.
1215	King John.	Markets and Trade.
1234	King Henry III.	Status and Trade.
1305	William de Breos.	Extension of Boundary and Murage.
1312	King Edward II.	Murage and Markets.
1317	King Edward II.	Murage and paving.
1332	King Edward III.	Status.
1338	King Edward III.	Murage and pavage.
1658	Oliver Cromwell.	Parliamentary representation.
1669	King Charles II.	Oliver Cromwell's Charter recinded.
1685	King James II.	Status, and appointment of Harbour control.
1836	King William IV.	Appointment of J.P.'s.
1837	Queen Victoria.	Appointment of J.P.'s.
1969	Queen Elizabeth II.	Status changed to City.

BEFORE THE ROMANS CAME TO WALES

I HAVE LONG cherished the idea of writing a book about Swansea, the town in which my parents, and their parents, were born, and have lived for so long to see its many changes during its good, and bad times. I had wondered what sort of a book it should be? I am not capable of writing a history of the city, nor do I think, if I was able to do so, would such a work satisfy the object of my intention. So I have collected sufficient of what, I think, are the incidents which will interest my readers, whether they be scholar or, like myself, just a lover of my home town. The next thing I had to decide was where to start, should I go back to the Bronze age which flowered in Britain some two thousand years ago, when the Celtic races came from the east to settle in these islands, or to the Silures who occupied these parts of Wales before the Romans came, and from which so many people now living in South Wales must have descended. It was the Silures who held at bay for so many years the attempts of the Romans to occupy the southern regions of our country. The Silures were traders, Pytheas, a Greek merchant from Massilia, (Marseilles) is reputed to have said that on his visits to trade with the Silures in the Bristol Channel, he found them friendly and comparatively civilised. The Silure merchants were rich in goods of gold, silver and bronze, and that their raiment was of glittering grandeur, their shipping berths too were well equipped.

The name of the town, then, was most assuredly Abertawe or Abertor, aber being the Brythonic name for river mouth, and tor, a rising ground; Cillfry (now Kilvey) being the rising ground alongside which the river ran. Before the

North Dock was built the river Tawe did not run straight out to sea from Landore as it does now, but took a sweep alongside what is now the Strand to what is now known as Harbour Road, it then turned east into Fabians Bay. The course was altered in order to make the North Dock in the deep channel in this curve, and when the North Dock was being built, the incursions into the side of the river found by the contractors, were reputed to have been of great age. These were possibly the wharves referred to by Pytheas. Swansea was known to have been used as a trading port in Roman times.

The Celtic races were said by Camille Jullian the French writer, to be more poetic than statesmanlike, they were hard to rouse to war, they sought more to bargain and barter rather than fight for a desired place of residence. This would account for the way in which these ancient peoples scattered themselves in small groups rather than in townships; a confirmation of this we find in the early settlements in Wales, and the formation of the early tribes. The early bards, too, show the correctness of this reference to the habits of the Celtic people.

As these small tribes multiplied some form of control became necessary. It was then that the head of the tribe was appointed, and a form of tribal community commenced. The Ordovices, the Silures, the Demaiae, the Decangi and many others were all Celtic tribes.

It was these tribes that the Romans met and overcame to complete the conquest of the whole of Brittonium as it was then called.

THE ROMAN OCCUPATION OF WALES

ANULUS PLAUTIUS landed in England with an army of near forty thousand men in 43 A.D. They were welcomed by many of the princes of areas of south east England who were jealous of, and feared the Catuvellauni, ruled over by Conobelinus and his son Caratacus. These princes offered little or no resistance to the invaders, with the result, that most of the southern areas of England were soon in Roman hands. The forces of Conobelinus were not so easily conquered, led by the proud and ambitious Caratacus, they fought with courage to try to stem the onward march of the Romans. In adversity, Caratacus proved himself a born leader, but his enemy was too strong and too well equipped. In defeat his noble bearing aroused admiration, with determination he gathered the remnants of his army and retreated to Wales. There he joined up with the Silures who, under his direction, soon gathered together the scattered Celtic tribes. It took thirty years under four different Roman governors to quell the unwilling Celtic princes into submission. Wales was not a country in those days it was part of the island of Brittonium, but now it was to become part of Roman-Brittania.

There is no doubt that the Roman occupation of Britain was to benefit the country. Although the Celts who occupied the country before the Romans came were a highly civilised people, a fact that rather astounded the Roman governors, they learned much from the conquerors of their land. One of the most important of these was the erection of buildings. Prior to the arrival of the Romans, habitation in Britain was of a primitive nature, the Romans taught them how to weld stone to stone, to make roofs of timber, to provide sanitation and to make roads. They taught them the trades of the potter, the better methods of fabricating metals, and methods of better protection against the winter weather. They built centres of education for teaching trades to the younger generation. Many Roman relics

unearthed in more recent years show the precision with which they carried out their different tasks, their stone built bridges, too, were precise in every detail.

Roman archaeology in South Wales has shown us how much the Romans considered the area to be of some importance. The forts at Isca (Caerleon), Nedium (Neath), Leucarem (Loughor) and Maridunum, were strategically situated to form a protective screen from land attack. The remains of a Roman villa found at Oystermouth, probably the residence of a high official, suggests that the area needed control or, could possibly have been selected because of its beautiful situation. The Roman road which crossed over the brook at Blackpill suggests that the road was used for heavy traffic; the brook was either too deep, or too sandy, to carry this heavy traffic which was probably lime-stone from the Mumbles area. It is also probable that the incursion quays on the river Tawe were used to export goods and produce to the Roman areas on the continent.

After three hundred years of occupation of Britain the Romans, finding the many attacks on the island annoying and detrimental to progress, left the country and returned to Rome. Their departure brought to Wales the Goibels from Ireland and one, Einon ap Howel, in the guise of one bent on a mission to drive the Goibels back to Ireland, landed on the Gower coast at Porteynon. Cunedda's mission was something very different. He, a prince of the Dyfed, of Celtic origin, had been entrusted by the Romans with defence of the northern outpost. He swept down with a sizeable army led by his eight sons with intent to rid the country of the Irish and seize it for himself. He soon overthrew the Irish Goibels, who had scattered into groups in Pembroke and mid Wales. Cunedda's victories gave him possession of most of Wales and he set about dividing the north and central lands into areas and gave each of his sons one of these areas to govern. His control came south as far as the Loughor Estuary, it

did not include Glamorgan which was strongly held by the Silures. In the days of the Llewellyns this area passed to one Morgan Gam and it was under his control when the Normans came. One of Cunedda's grandsons, Sandde, married Non. St. David was their son.

This, then is a brief history of the southern areas of Wales before the Normans came, in it we find Swansea a small gathering of people, mostly of Celtic

descent, farming the land, and carrying out the trades taught to them by the Romans, and of little importance except as a sea despatch point for produce to areas in the Bristol channel. But, as we pass on to Norman times, we find that they saw a greater benefit in their object to make their conquered lands productive to the Federal system they chose as their objective. Let us then pass on to the Norman occupation of Wales.

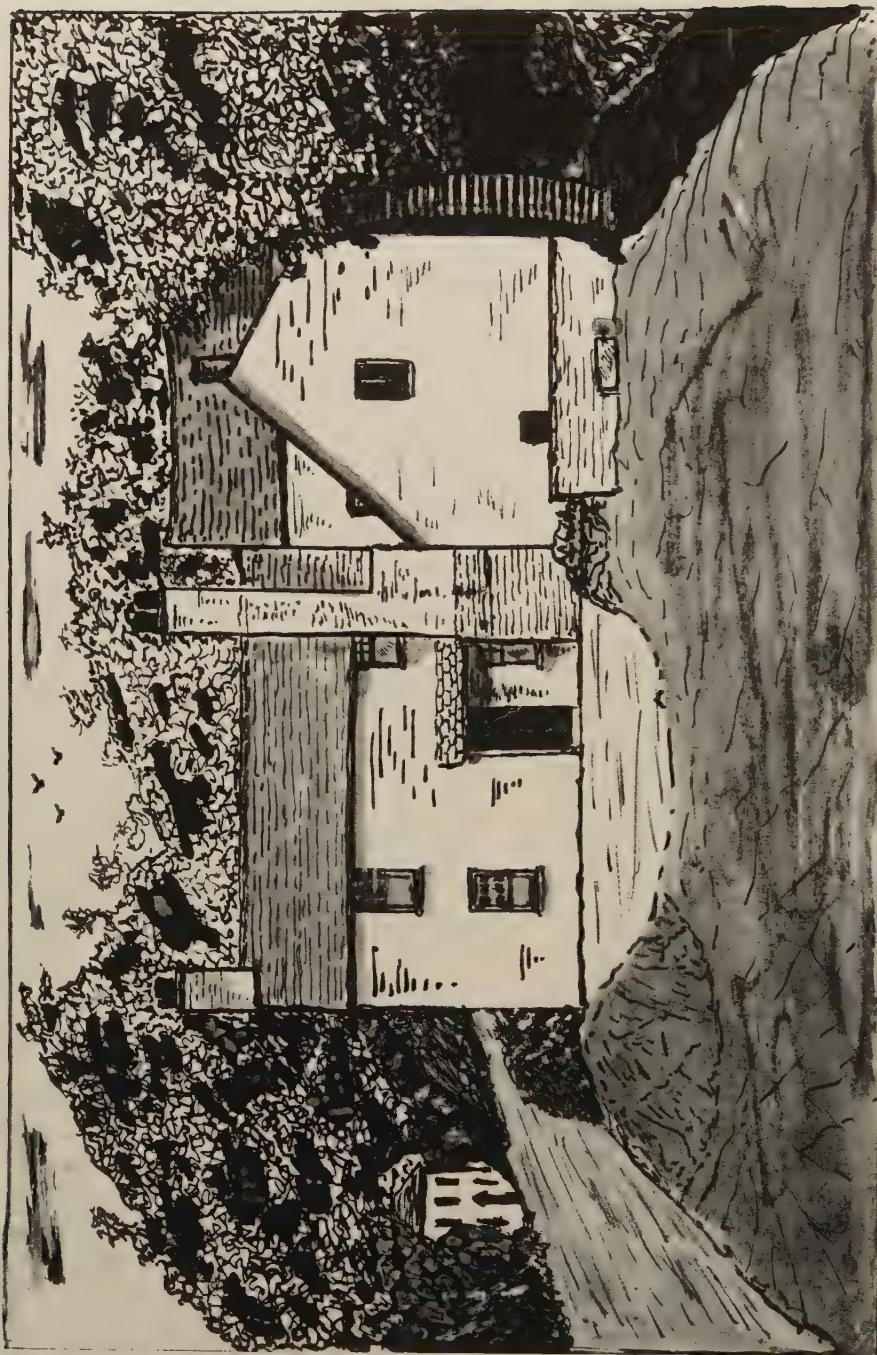
THE NORMAN PERIOD

BEFORE THE NORMANS came to Wales, Gower which embodied the town of Swains-Eie, stretched from the Loughor estuary to the river Ned (Neath) and was a sort of buffer state between Carmartheshire and Morganwy. At that time it was ruled over by Gruffydd ap Llewellyn a prince of Gwynedd and son of Seisyll ap Llewellyn. Morgan Gam was the illegitimate son of Gruffydd ap Llewellyn and Gam was given control of part of this area which was known as Llandimor. Gower was then known as Ayr and was named after a grandson of Cunedda who, on the death of his father, Brychan, inherited this part of Gower. When the Normans came, control of the southern areas of Gower, except Llandimor, was under the control of Jestin ap Gwirgan and the northern part, which then stretched well into Breconshire, was under the control of Rhys ap Tewder. For many years since the Hywell rule the people of these areas had enjoyed a peaceful existance tending their farms and, in Swansea, carrying out an industrious life in the trades of the town inhabitants. In this state, these people lapsed into a life of unpreparedness for any sort of invasion and, when in 1066 the Norman invasion of England took place with its resultant Norman victories, fears that Wales would soon come under the rule of this invading force roused the landed gentry into some sort of preparedness to meet it. Jestyn strengthened his armies but Rhys ap

Tewder, who's area was very sparsely inhabited, was in no shape to meet an enemy of the size and efficiency of the Norman forces. The Normans were approaching towards Wales and led by William of Normandy himself, when news reached him that a large force had landed on the east coast under the leadership of King Hardrada, the second contender to the throne of England. Duke William turned north to meet this army and this saved Wales from immediate invasion but, when William learned that the news he had received was false, he turned south and advanced on London. There he proclaimed himself King of England.

Wales, however, was not left out of his programme of feudal settlements, and after a period of years, during which time Wales was left alone since it gave him no trouble, but he had allotted areas in our country to various of his lords. The eastern part of Morganwy (Glamorgan) was allotted to Hamon—later known as Fitzhamon as he was a German general in the Gaul section of Norman forces. Fitzhamon had little difficulty in taking over his allotment. The western section was allotted to one Henry Beaumont.

These western sectors, which included the area of Gower and Swains Eie, were attacked through Brecon. Rhys ap Tewder could do little to stop the overwhelming forces of Henry Beaumont, so he swept on towards the very profitable areas of



The mill at Blackpill.

Gower. His first encounter with any sort of formidable resistance came at Garn Goch, here he met the forces of Jestyn ap Gwrgan and the remnants of the small retreated army of Rhys ap Tewder, and here again the Norman forces were too strong for the Welsh who fled in retreat and, without further resistance, Beaumont descended on Swains Eie and easily took the town.

Henry Beaumont's victory was not easily won; The fierce battle which took place between the little forest (Fforest-fach) and Gorseinon (Einon's Bog) was one of the bloodiest attempts made by the Normans on Wales. Many soldiers were killed and it was said that the earth was red with gore from the slain and wounded. Garn Goch, the name by which the area is now known, is said to have received this name as a result of this battle. In English, Garn Goch means "Red Earth Mound". Henry Beaumont proceeded to make Swains Eie his Garrison. He occupied the castle built by Hywel which was then being used as a tithes house and court rooms. Then, he began the building of a larger castle using the Norman method of construction with wood, mottel and barley, and overlooking the river ford and estuary. There he remained to regroup his troops and await reinforcements for a further attack on Gower (Wyr). Swansea was referred to in the Norman manuscripts of that time as Caer Wyr (Fortress of Gower). It was not until 1099 in the reign of Henry II that he set out on this mission, when his troops had been refreshed, rested and reinforced with men from the armies of Fitzhamon who had consolidated his area east of the river Ned (Neath). Jestyn ap Gwrgan went out to meet this force, but he was in no better shape than he was at Garn Goch, nevertheless, his forces were fighting for their homeland and put up a fierce resistance. The final battle was fought on Cefn Bryn a battle in which the Welshmen fought, with their inferior equipment, to the death, the slaughter was savage and few remained of Jestyn's army and Gower was overrun.

Henry Beaumont occupied Oxwich castle the once palatial home of Rhys ap

Cradog, and sequestered the lands of Gower into seven areas; Oystermouth, Penard, Oxwich, Llandimore, Loughor, Llanrhidian and Rhosilli, and gave one to each of his senior commanders to create areas of production and to build Manor houses from which to rule in accordance with Norman laws. Beaumont returned to Swains Eie and called his area Caer Wyr from which he ruled as chief Lord of the Manor of Gower and Swains Eie.

When Gower settled down after this disruption and devastation few of the original residents remained, those men of Jestyn's army who had survived the battle and had been taken prisoner were made to work as slaves; they were used to build castles and work on the land, the women who remained were used as serving maids, but progress was slow due to the lack of slave labour and to quicken up the settlements Beaumont sent to Fitzhamon for slaves, as his attack had been less expensive in manpower lost and the prison built by Fitzhamon at Caer Taff (Cardiff), was full to overflowing.

The northern part of Gower known as Llandimor was not over-run by Henry Beaumont; Morgan Gam, who controlled this area, offered no opposition to the invaders and for this Beaumont allowed Gam to continue to rule the area as squire providing he co-operated with the invaders. This area remained Welsh, and provided food for the Normans. Beaumont called in water diviners and where water was suspected, wells were sunk. He also built mills on the streams to grind the wheat, there is one still at Parkmill and another at Blackpill.

Henry Beaumont was married at Oxwich Church which, at that time, was attached to and formed part of Oxwich Castle. His marriage to Penelope Newburge was in accordance with Norman procedure, but as his status was very much lower than that of the Newburge family, he was obliged to take her name.

The Newburges came over with the Duke of Normandy and Penelope's parents followed with the hordes of Norman women who came to England after

the Duke had proclaimed himself king. For his services during the invasion her father had been created Earl of Warwick and, on his death she became the first Countess of Warwick. Thus Henry Beaumont became Earl of Warwick and from this union of marriage two sons were born; Roger and William. Roger then became Lord of the Manor of Swainsea and Gower, and when his father died he was created third Earl of Warwick and his brother, William took over the Lordship of Gower. In 1150 Swansea received its first charter. It was granted by Henry Newburge the son of William de Newburge and was for the Franchise of Swainsea and Gower. The franchise stretched well beyond the walled town; the boundary to the east was the nant (stream) known as Bartaise Brook, to the north to Fforestfach, to the west Nant Isem—which we now know as Brynmill stream.

In 1184 on the death of the last of the De Newburges, William de Breos was created Lord of the Manor. He took up residence at Oxwich Castle with his wife Matilda de St. Valery, the daughter of a Norman family who lived at Hay Castle. His first son, who was also named William, was born at Oxwich. William de Breos was not popular as Lord of the Manor because of his excessive demands for high tithes and produce, he was also disliked by many of the Norman families who lived on the Peninsula, in particular, he took a great dislike to the Tauberville family who lived at Llandimor, he did not like the way they had come into possession of that area. Many irregularities concerning De Breos came to the ears of King John, who ordered his arrest and disseizement. The story is told that he fled to France and his wife and son went to Scotland where they were later captured and put in prison at Windsor Castle. The story goes on to say that they were left there to starve to death because they would not divulge the hiding place of De Breos. It is also recorded that William de Breos died in France in 1212. The Lordship of the Manor then passed to Sir William Herbert, a descendant by marriage of the Gam family. Sir William Herbert held the Lordship until 1234 when he was created Earl

of Pembroke.

It would appear that William de Breos had more than one son because on the elevation of Sir William Herbert to the Earldom, a John de Breos, who claimed to be the rightful claimant to the Lordship of Gower, was successful and was granted the Manor. The Lordship remained in the De Breos family until 1317 when it passed into the hands of John de Mowbray by his marriage to Eleanor de Breos, the daughter of the last William de Breos.

During the De Breos occupation of the seat there were many demonstrations against their method of control. This brought many riots and on at least three occasions Swansea Castle was burned down. It was then that the stone castle was built. This was in 1275.

Referring again to the disseizement of William de Breos as Lord of the Manor of Gower, there is a possibility that a misinterpretation of records relating to this, has been made by some recorders of the incident. The word disseizement usually refers to the act of removing a person for wrongful possession of property or land. It may be, that when a William de Breos, (and I say a William de Breos because there were many Williams in the De Breos family) moved out of Penrice Castle to take up residence at Oystermouth Castle, his son, cousin, or what will you, occupied Penrice without the right to do so. If that was so, this person, by Norman law, would be liable to arrest and imprisonment. If this did happen, and the De Breos in question escaped to France to avoid arrest, his wife would be held prisoner until he returned and gave himself up. But he did not return, according to the story, he died in France two years later, his wife, therefore, remained in prison for the rest of her life, probably ill-fed and neglected. There was no sympathy for wrong-doers in Norman times, and life was cheap.

There have been many stories told of the De Breos family during the hundred or so years they ruled as lords of Swansea and Gower. There were many marriages too, and many children resulted. It is not uncommon to find the name engraved

on unearthed tombstones in all parts of Gower, and a vault once existed in St. Mary's Church for this family.

Oystermouth Castle was built by the William de Breos who was Lord of the Manor in 1302. At that time he claimed complete sovereignty in the Lordship of Gower. He made Sweynesse, as it was then called, the capital. Oystermouth Castle was built as the capital centre, and here De Breos lived until his death in 1317.

John de Mowbray claimed the right to the lordship of Gower and Swansea by his marriage to Elinor de Breos, and this was in accordance with Norman law, but Hugh de Despenser, a favourite of King Edward II, claimed, in 1319, that Mowbray had not obtained permission from the king to take over the lordship. This resulted in the king ordering John de Mowbray to vacate the seat in favour of Le Despenser. Mowbray refused, and with the backing of the Earl of Hereford defied the king's order. The people of Swansea were behind Mowbray and resisted any attempt of the king's representative, when he visited the town, to deliver the writ. In the conflicts that followed, John de Mowbray was taken prisoner and hanged from a gibbet at a spot known as Gibbet Hill, now known as the round top behind Mount Pleasant Hospital. Hugh le Despenser was granted the lordship, and Elinor de Breos and her son were imprisoned in the Tower of London. But Hugh le Despenser did not reign as Lord of the Manor for long. In 1326 the South Wales barons were in revolt against Despenser and the King. They accused them of obtaining the seat by deception. The parliament at Hereford upheld their protest and Despenser was committed to prison, and the seat was restored to Elinor and her son in 1329 and it remained in the family until 1469. There was one delinquent in the family, Thomas Mowbray, who joined forces with those who conspired to put the Earl of March on the throne of England instead of Henry IV.

Llandimor, one of the seats in Gower, was one of the few areas of the Lordship that remained Welsh. The area had been

granted to Morgan Gam, by Llewellyn ap Iorwerth for services rendered. When the Normans came, Gam was an old man and offered no resistance to the occupying forces. Because of his willingness to yield to the wishes of Henry Beaumont, he was allowed to remain squire of the seat. He promised that his area should work in the interests of the Normans. This was done until his death, but having no son to succeed him, his one daughter Margaret, claimed the right to the holding. Margaret Gam was a very beautiful young woman, and was frequently to be seen at Norman feasts and celebration functions. She was a very great friend of Penelope de Newburge, being present at her wedding to Henry Beaumont, and it was there she met Gilbert de Tauberville. Tauberville had a seat at Coity in mid-Glamorgan, and was an officer in Fitzhamon's forces when east Glamorgan was invaded. Who fell in love with whom, I'm afraid I cannot say, perhaps Tauberville was more attracted to her holding than her beauty, however, they were married and Gilbert de Tauberville became squire of Llandimor. This was in 1126 and a son, Richard was born two years later.

Morgan Gam's real name was Llewellyn; he was the illegitimate son of Gruffydd ap Llewellyn, and must not be confused with Morganeau who was prince of east Glamorgan when Fitzhamon overran the areas east of the Neath river. A descendant of Cunedda, Morganeau lived at Coity, and his area of control was sequestered by Fitzhamon among his officers, one of whom was a Tauberville.

Of the many Norman lords who held lands in Gower, Richard Tauberville was the first to come into conflict with William de Breos when he became Lord of the Manor. De Breos was not a friend of the Welsh and Llandimor was Welsh and wished to remain so. But De Breos wanted it to follow the Norman procedure in religious and Norman style living. Margaret Gam, Richard's mother, would have none of this and persuaded her son to resist De Breos, which he did. But in the end De Breos won and the Taubervilles were dispossessed of the holding and he and his family returned to Coity. On

Note : This incident refers to a William de Breos who was Squire of the manor of Oxwich in 1106.



Owain Glyndwr's Parliament House at Machynlleth, 1400.

the death of Gilbert de Tauberville, his son Richard appealed to the King against the disseizement, the appeal was granted, and the area was restored to the Tauberville family. Margaret and her son returned to her home at Weobly Castle where she lived until she died in 1146. Richard, her son remained as squire of Llandimore until his death, but having no heir, the area passed to David Gam, his cousin.

Around 1330-60, there were many conflicts between the relatives of the original Norman Lords over shares in the products of the lands ; it became a case of the strongest surviving, and the weak going to the wall. Conflict after conflict took place, and with each succeeding King of England, a new Lord of the Manor seemed to have been appointed. This was not giving any pleasure to the Welsh princes who, seeing products of Norman bloodstock continually usurping lands they claimed to be theirs, secretly gathered together at Machynlleth in 1400. Their leader was Owain ap Gruffydd Vychan, or better known as Owain Glyndwr. One of his followers was Meredydd ap Tudor, the grandfather of Henry Tudor, who became Henry VII.

Owain Glyndwr was born in 1359, of ancient lineage, a descendant of the princes of Powys. He had been brought up in conflict after conflict among the warring factions of north and central Wales ; struggles waged between families for possessions and additional security. As a child Glyndwr was a vain and determined handful, so his tutors—of which he had many—are reported to have said of him. When he was twentyone he married Margaret Hanmer, daughter of Lord Hanmer a distinguished judge of the King' Bench. After his marriage he went to live at Sycherth in the village of Cynllaith near Llangollen, a palatial residence he purchased with the handsome inheritance he received on his father's death. He lived the early years of his life happily enough in this delightful spot, and his wife bore him many children —according to Iolo Goch, the Welsh Bard these children were born in pairs. He continued after his marriage to study at the Inns of Court and took silk at the age

of twentyeight, but he never practised as a barrister, instead, he entertained lavishly at his home, inviting his many friends and influential Welsh princes. These gay functions were not held solely for pleasure Glyndwr had a purpose in gathering around him these influential personalities. Since his youth he had cherished the idea of becoming King of Wales, and it was to sound and extract from these people their willingness to co-operate that these functions were held. His idea was to raise an army and to clear out of Wales all the Norman families, who, at that time, were the lords and squires of most of the country. For their help he offered to high ranking Welsh families the seats the Normans held. He won over many of the discontented Welsh nobility, and between them they gathered around them an army of strong Welsh peasants hoping to be freed from Norman domination.

One of Glyndwr's most hated enemies was his neighbour, Lord Grey, a Norman who had benefited by the feudal system the Normans had adopted to run their conquered country. The Vychan family had always been a thorn in Lord Grey's side and, on the least pretext, disputes over boundaries of their respective estates were always in question from one or the other of these entirely different temperamental occupants, law-suits had resulted in both families winning at different times. The longest quarrel had been over a piece of land that was little more than a bog and quite useless to either side. But the deep rooted cause of all these family disputes was the utter dislike each had for the other. Glyndwr hated Normans and all they possessed. Lord Grey hated the Vychans as Welsh princes in the eyes of the people over which he had control. From Ruthin he watched every move that Glyndwr made, but never looked upon him as a warrior and was unprepared for what was to come.

On the sixteenth of September 1400 the Welsh leaders met at Glyndyfrdwy with their private armies, and there Owain Glyndwr, then 41, was proclaimed their King and King of Wales. His banner ; a red dragon on a white background, carried by one of his lieutenants, led his

forward march on Ruthin. He captured the town, plundered it and left it burning. Then he went on to Welshpool, but the town had been warned of his coming and awaited his arrival. When he arrived there, to his surprise, he met a large contingent of the English army. He was defeated at Welshpool and his followers retreated in disorder back to the Welsh mountains. But the spark he had lighted spread to a flame, and soon men from all parts of Wales came to his aid and his moment of despair turned once again to ambition and, with renewed vigour, and a new army, he went on and on. His destructive rampage went through Wales killing anyone who dared to oppose him, burning all traces of Norman progress, castles were wrecked, country seats set on fire and whole towns and villages were left in ruins in his wake. He came south towards Swansea; a prize he very much wanted to win. He approached over the Brecon Beacons and here, it is related, he was held up by a terrific storm that lasted for several days. This delay took some of the steam out of his army, hungry and bedraggled, they pushed on only to meet a strong force from the King's garrison who defended the town. Glyndwr's army surrounded the castle and set it on fire in an attempt to silence the defenders, but the King's men fought on and inflicted terrible casualties among their attackers. Glyndwr, watching from the hilltop could see a possible defeat, and ordered his men back, and as they retreated they burned and pillaged, especially food, to leave the town in partial ruin. The garrison too received terrible casualties and were in no shape to pursue Glyndwr's men. After resting outside the town, Glyndwr went on to despoil the Norman holdings in Gower, the luxury living noblemen of Gower had little to defend themselves or their homes, and when Glyndwr passed onto Carmarthen, Gower was left like a desert.

Owain Glyndwr went down in Welsh history as a national hero. But, how much of a hero was he? Had he given Wales some unity we might grant him his title, but Glyndwr gave Wales nothing, in fact he put the country back one hundred

years. The only Welshman he fought for was Owain Glyndwr. If one studies this man as an individual, one will find a spiteful, avaricious, self seeking and quarrelsome egoist. He hated the Norman families and was terribly jealous of their mode of living, he hated the fact that they were still in control of most Welsh lands, he hated the gaiety of their social functions; the magnificent parties they gave, and the grandeur of their mansions and attire. He hated the English Kings because they were all descendants of the Norman Anjou family, and he despised Welsh families who married into Norman families. We could forgive him all this had it not been for the way he indiscriminately destroyed, not only Norman property, but Welsh property too. He lost his mental control at his first attack on Ruthin; people lived there who hated the Normans as much as he did himself, but he spared none, and this was the pattern throughout his destructive rampage. People who had once believed in his motives now began to turn against him; he lost the support of the South Wales people, many of whom joined forces with the Norman families, who, after so many generations, were all Welsh born and were working for the prosperity of Wales. Swansea and Gower were strongholds of Norman families, and the people of this area were better off under the control of the English than many families in the North Wales area. Glyndwr was jealous of this and Swansea was a prize he very much wanted to win; the storm that held up his advance and dispirited his forces, and the unexpected strong garrison force he met when he finally advanced on the town, saved Swansea from a very much greater devastation than it received.

Owain Glyndwr had, nevertheless, achieved what he set out to achieve; he claimed the title of King of Wales and retired to Harlech Castle. King Henry IV seemed to be biding his time, but he did not live to see the downfall of Glyndwr; he left the mission to his son Henry V, and he achieved a decisive victory over Glyndwr and then offered him a free pardon. Owain Glyndwr felt secure at Harlech and refused the offer, but, finding

himself surrounded by the English, friendless and deserted by the Welsh princes, he escaped and went back to Sycherth. But not to his old home; he was befriended by an old servant who hid him and fed him until he died in loneliness and poverty.

When the Owain Glyndwr rampage was in progress, many of the Gower lords and squires left their homes for the safer lands beyond the river Severn, some went as far as London. Few ever returned, of those who did they found disruption and ruin, and the few inhabitants who remained, in a pitiful state. These landowners saw little chance of salvaging anything from the ruins of their homes, and most of them left the area and went to reside with relatives or friends in England. There was little chance of reconstructing their homes, the cost would be high and there was no possible chance of any income from the land. There were no retainers left, they had fled or had been killed. There were no slaves to do the building, they had found freedom and were not likely to return. So, Gower was left in a state of desolation and remained like this for many years. Swansea Castle, too, was never rebuilt and like the Gower castles has, over the years, fallen into historic ruins.

Of the period immediately following the Glyndwr era little is known of the events in Swansea, much that has been related is conjecture more than truth. Wales was in a state of confusion, civil wars among contending landowners for

possession of lands deserted by their rightful owners, or those who had died at the hands of Glyndwr's army. Anyone that had even a distant relationship to Norman families claimed or usurped lands. Records of ownership had been burned in fires at Swansea Castle, and many were the false contenders trying to benefit from the disruption. Little information as to proof of ownership could be gained from England. The death of Henry V brought to the throne his son Henry VI, his weakness and inability to rule England led to civil wars beyond his power to control.

Owain Tudor was the son of Meredydd ap Tudor. Unlike his father, Owain Tudor did not approve of the methods of Owain Glyndwr. He joined up with the forces of King Henry V and became an officer of the King's household. Among his many duties was the protection of Queen Catherine and her baby son, and this he did faithfully; never leaving the queen's side unless relieved by a trusted servant. The friendship that grew up with his constant watch over the queen, developed into a great love for her, they were both young, Catherine was only twentyone and Owain Tudor was twentysix. King Henry V died when his son was only eleven months old, and this boy, the youngest king ever to occupy the throne of England was crowned in his mother's arms in Westminster Cathedral, with the bracelet from his mother's wrist. The young king was taken into the care of a selected regent council, and soon afterwards, Owain Tudor and Queen Catherine were secretly married.

THE TUDORS

OWAIN TUDOR and Catherine had two sons; Edmond and Jasper. Edmond, the elder, married Lady Margaret Beaufort, a sister of Lord Beaufort the then Lord of the Manor of Swansea and Gower. To Edmond and Margaret was born a son, he was Henry Tudor, and it was at Pembroke Castle, where he lived his early boyhood life. A new Penrice Castle had been built by Lord Beaufort, and on occasions, the boy Henry would visit his

aunt at Penrice, and play with his cousins, the Beaufort children.

The original Penrice Castle was built by the Rice family, descendants by marriage of Gruffydd Llewellyn, remnants of this early structure can still be seen near the new castle. Penrice is named after this family (the abode of the chief, Rice). It was destroyed during the Glyndwr rampage through Gower.

Owain Tudor was now an elderly man, and for his past behaviour in secretly marrying King Henry's widow, and, after having been discovered in his hide-out at Pembroke Castle, was imprisoned at Newgate. But being the step-father of King Edward IV, he had been treated leniently, and had easily escaped and returned to his native Gwynedd. Unfortunately, while he was in prison, his wife, Catherine, had gone into a nunnery at Bermondsey, and there she died. Owain Tudor lived for some years more before he died in a way he least deserved. He had joined his son Jasper in his fight with the Lancastrians at Mortimers Cross and was captured and taken to Hereford prison, where he was beheaded. Jasper fled to France and his estate at Pembroke was given to Sir William Herbert. The boy, Henry Tudor, was befriended by Sir William's wife Elenor, his mother's sister; his mother was ill, and his father had been imprisoned after Mortimer's Cross and was never heard of again. Lady Herbert was before her marriage Elenor Beaufort, she nursed her sister back to health and kept the young Henry until Jasper returned secretly from France and persuaded her and his mother that he would be safer in France, and in disguise Jasper and Henry left Milford as sailors on a French bound freighter.

King Edward the fourth's death brought to the throne of England the cruel King Richard the third, by his dastardly action of murdering the two young princes in the Tower of London. Jasper and the young Henry Tudor had, by a stroke of ill-fortune, been held prisoners in Brittany; the ship in which they were travelling to France had been caught in a fierce storm and was driven ashore on the Brittany coast. Duke Francis of that State, held them to ransom, and agreed to deport them back to England in exchange for gold. King Richard paid the ransom and they were put aboard a ship bound for England. On the journey, Henry was taken ill, and Jasper, seeing an opportunity to escape, told the captain and crew that Henry had small pox. He and Jasper were put in quarantine, and the ship returned to France, where Henry and Jasper were put

ashore, and resumed the journey. Jasper sought refuge in a farmhouse where Henry soon recovered. Then they went into hiding with friends of Jasper's, and bided their time. Henry grew up in France and did not return to England until 1485.

When Henry did return to England he landed unknown at Swansea and went straight to Penrice Castle, and here he met again some of the children he had played with as a boy, and one in particular, Elizabeth, daughter of Edward the fourth and sister of the princes murdered in the Tower. She had been befriended and brought up by Lady Herbert at Penrice. Elizabeth was later to become his wife.

The story of the Battle of Bosworth Field is probably well known to most school children, and probably to their parents as well. It is the story of the first true Welshman ascending to the throne of England, and worth re-telling in a Welsh book, and especially in a book about Swansea. The way in which Henry Tudor's grandfather met his death had always been in Henry's mind, and the way his wife's young brothers had been murdered in the Tower was never absent from her thoughts. Henry was determined to avenge these murders, and Jasper had his own account to settle against the house of York. The wars of the roses were at their height, King Richard III was hard pressed and was never really master of England. The Lancastrians were persistent in their attacks on the throne, and here Henry Tudor saw his chance for revenge. With Jasper he gathered an army of good Welshmen, Jasper went to France to gather together Welshmen left behind after loss of French territory in the reign of Henry the Sixth, and brought a fair size army to Milford Haven. Together they set out for Shrewsbury, gathering many Welsh mountain dwellers on the way. Walter Herbert, another of Henry's boyhood friends, brought an army from Monmouth to join him. Lord Stanley, Henry's step-father, hearing of this adventure, set out to meet these forces at Shrewsbury. It was not his intention to fight against Henry's forces, he wanted to see which way the war would go, he was a very

crafty man and would have joined up with whichever force he saw was likely to be the victor.

On Henry's arrival at Welshpool, Henry was overjoyed to meet Father Rice, (the name he always gave to Sir Rice ap Thomas) waiting to join him with a force of nigh on eight thousand men. Lord Stanley, Earl of Derby, was amazed to see the size of the combined forces, and followed in the rear of the forces to Bosworth Field.

There the most fierce of the Wars of the Roses took place ; Richard III, with a force of well trained soldiers, against a nondescript array of Welshmen, Frenchmen and Lancastrians.

Richard the Third was killed in this battle, and as he fell from his horse with an arrow in his breast, his crown fell from his head and hung from a twig of a Hawthorn tree. As the battle raged, Lord Stanley joined in on the side of Henry Tudor and the last Battle of the Roses was won by the dragon of Wales. Lord Stanley took the crown from the tree branch and placed it on Henry's head and proclaimed him Henry the Seventh, King of England.

It was thus a Welshman gained the crown of England. He and his Queen, Elizabeth, were ceremoniously crowned in Westminster Abbey. Queen Elizabeth was born of the House of York and her marriage to Henry saw the end of the bloody feud which had plagued England for so long. The Tudor rose was the symbol of unity, a rose with red and white petals. Henry Tudor ruled over England well, and the country prospered, and peace prevailed over civil war. He lies buried with his wife in the chapel he built during his reign ; Henry the Seventh chapel in Westminster Abbey, above his tomb is a painting of his mother Margaret Beaufort, beloved by all for her gentle kindness, born at Penrice Castle in Gower, daughter of the first Duke of Beaufort.

This is the Welsh version of the happenings of that historic event and it is probably true in the main, but it is not the general belief of all English people

and especially the more advanced historians of our time. There are so many conflicting details leading up to the battle of Bosworth Field. Henry Tudor and his uncle Jasper were considered by royalists in England as just other Welsh contenders for regal consideration in English royal society. They were both descendants of royal blood ; Queen Catherine was Jasper's mother and Henry Tudor's grandmother, and both lived in daily fear of arrest and imprisonment with possible death such as that which befel Jasper's father, Owen Tudor. After Mortimers Cross, Jasper had been deprived of his estates at Pembroke and, as previously stated, had fled with the young Henry to France. But he had many followers in England. When Richard III came to the throne of England he was not acceptable to the majority of people and had great difficulty in maintaining his regal position, and many atrocities were attributed to his orders which were, in all probability, the result of actions of his enemies. There is a society in Yorkshire today which believe it was not by his orders that the princes were murdered at the Tower of London ; they say Richard was too gentle and kindly a man to order, or to have any part, in such a dastardly action. With the death of the princes in the Tower, the next in line for the throne was their sister Elizabeth. She was then a young girl of seventeen years of age and had been hurriedly and secretly taken to a place of safety. The place selected was Penrice Castle in Gower where her aunt Lady Herbert, wife of Sir William Herbert, the then Lord of the Manor of Gower, lived. This was not her first visit to Penrice ; she had spent many happy holidays there during her childhood, and on these occasions had met and played with Henry Tudor as a boy. On one of their early meetings, Henry had vowed to Elizabeth that one day he would fight to make her Queen of England, her rightful place. When he returned from France with Jasper it was to Elizabeth he went at Penrice and it was at this meeting that he reiterated his vow. Many people believe that the plot to overthrow King Richard was organised while Jasper

and Hery were in France ; a large force of Welsh troops were still in France and Jasper was urged to build up a force on the promise of repatriation to their homeland. Ships were provided and an army of some two thousand men was landed at Milford Haven.

When Richard III was killed at Bosworth Field and Henry was proclaimed King of England, not all Englishmen welcomed him, the House of York, in particular, but his marriage to Elizabeth of the House of York and his creation of the Tudor Rose as an emblem of unity between the two warring parties brought a period of peace in the country which was welcomed by the war-weary people. Henry was a good ruler and during his reign the country enjoyed a period of progress and peace. He had avenged his grandfather's death. He had achieved what he very much wanted, a Welsh King and most of all he had fulfilled his pledge to Elizabeth ; he had made her a Queen.

The Union of Reformation brought an epoch of confusion and, as a result, a new generation of landed gentry emerged. It offered unparalleled opportunities for gaining grants and leases of land and, gradually, nearly all the crown lands were bought up by this new conglomeration of shrewd foreseeing and sometimes unscrupulous, men. Now, whatever his origin, each and all of them searched for a family tree which might show their connection with some princely or Norman blood and many by fair or unfair methods set their families on firm foundations. It is difficult now to say who were true and who were false, but one thing is fairly certain—that this was not the case in the Swansea and Gower area where the majority of landed gentry were true descendants of Norman or English families. In Swansea in particular it was genuine ability that brought Welshmen to the forefront. There were a few, it is true, who owed their pre-eminence to royal favours ; one was Sir John Perrot, who's mother was a friend and intimate of Henry VIII long before she married Thomas Perrot. Sir John was handed the castle and lands of Carew out of the sequestered lands of Rice ap Griffiths of

Dynevor and, it is said, used the quiet coast for smuggling contraband into Wales. His many unscrupulous acts led him to the Tower of London and there he died of illness before his trial was completed.

These and many other such similar incidents, are related here to show a little of the corrupt state the Union of Reformation brought to Wales. But perhaps the corruption it fostered was not so bad as the destruction it brought to the Catholic religion and its followers. Thomas Cromwell was appointed by Henry VIII to supervise the change from the Roman Church (which owed allegiance to the Pope), to the Church of England. (Thomas Cromwell must not be confused with Oliver Cromwell, who came a century later). Bishop Roland Lee who was appointed the first President of the Council of Wales, and was the one who, in defiance of Roman Catholic laws, performed the marriage ceremony when Henry VIII married Ann Boleyn for which he earned his bishopric. He was ruthless in his execution of the task allotted to him ; he did not hesitate to arraign men of gentle birth or to oppose the important persons who stood in his way, and many were the dissenters who were put to death by his command. By his orders, too, those monasteries which had not already been deserted by the monks, were wrecked and pillaged and many of the young monks killed. At one time, it is said, he sent a message to Thomas Cromwell that he had gold and silver and precious ornaments in too great a quantity to send to him. But before he reached Glamorgan to continue his plundering, the monks of Nedd (Neath Abbey) and Cenneth (Llangenneth) had departed, taking their treasures with them.

Many of the Abbeys deserted by the Roman Catholic monks were taken over by adventurers and converted into palatial residences. These usurpers in many cases supported their actions by doubtful claims ; one Richard Williams, who leased and later bought Neath Abbey, was said to have never paid for it, and it is significant that his mother was a sister to Thomas Cromwell. This corruption went

on right through the reign of Henry VIII.

The short reign of Mary, and her attempts to return the country to the Roman Catholic faith, did nothing to end the activities of the land usurpers.

During the reign of Elizabeth I a very different Wales emerged. It could be said that it was the beginning of the industrial life of Wales. The discovery of coal and the creation of iron foundries brought many allied industries to South Wales. The Neath and Swansea areas were among the first to take advantage of this new era. The first iron works was built at Neath by the Mackworth family who lived in the Skewen area and had many other interests in Swansea. Elizabeth I brought mineralogists from France to survey the South Wales countryside, and, under their guidance, coal slants were made into mountain sides and many were the originals of the present pits. At the early slants, and there were many in the areas around Swansea, men, women, and even young boys, found employment and worked long hours for little pay. The women and children were mostly used to lead the ponies that were used to carry the panniers in and out of the slants, and the carts that carried it away to the docks or to the merchants yards. Coal brought a period of prosperity to South Wales and made possible many additional sources of employment for the poorer classes. The area around Morriston soon became a hive of industrial activity. One of the first iron foundries where all sorts of iron equipment was forged was in that area, and Landore with its plentiful supply of water and river sand soon became the site of industrial progress.

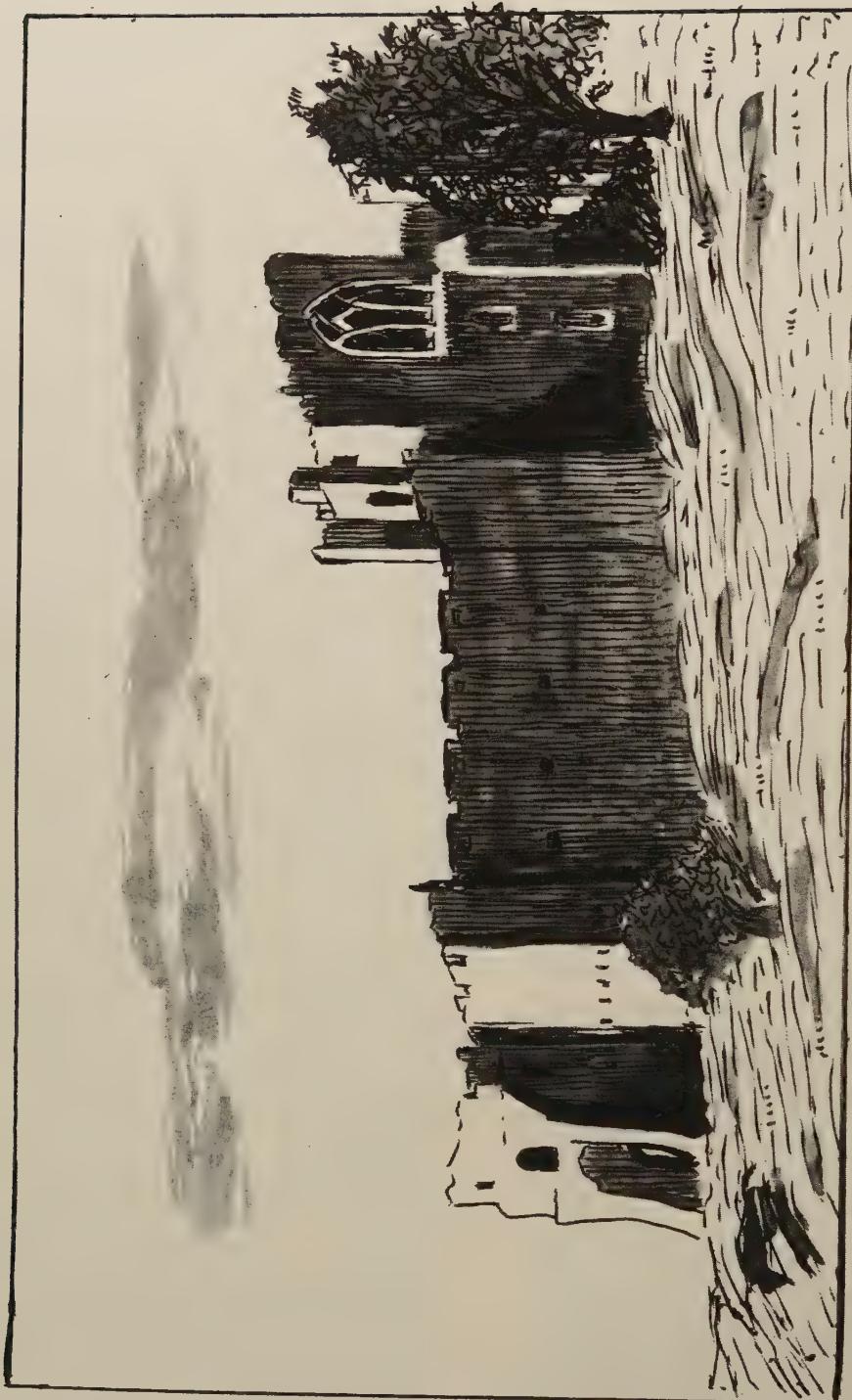
The areas of east South Wales soon followed and the Rhondda valleys were soon producing enormous quantities of coal, and townships began to spring up where once was barren land occupied, for the most part, by poor Welsh hill families scratching a meagre living from the stony soil. The nearest outlet to the sea for this coal to be shipped to coastal and foreign parts was the village at the mouth of the river Taff called Caerthaff. Here Fitzhamon had built a palatial home on the site of the old Norman prison, on

the opposite side of the river to the town of Llantaff where the Cathedral stood, once the largest in Wales, it had fallen into disrepair due to the negligence of its last occupier, Bishop William Beow, who died there in 1650. (The cathedral and Bishop's Palace remained in this dilapidated state until it was rebuilt in 1821). It has since become home of the Archbishop of Wales.

This prosperity lasted through the Elizabethan reign and into the reign of Charles I. But disruption was again to come to Wales with the civil wars of 1642. At first the Welsh gentry took very little heed of what was going on in England away over their hills, they felt secure in their isolation, knowing that all the border forts were well manned. But it was not to be, the Roundheads and the Cavaliers were soon fighting on Welsh soil and Welshmen were taking sides, and whatever good the Tudors had done for Wales was lost in the upheaval of these wars and the Commonwealth. When the wars subsided, Cromwell deprived many Welsh landowners of their estates and gave them to English Generals, others were broken up into smaller lots and handed to his loyal supporters. Many castles and churches were burnt and destroyed. Land was continually changing hands as the confiscated estates were broken up and distributed. Clergymen by the hundred were ejected from their livings by the Puritan commissioners on charges of being Royalist supporters. Wales now offered very little opportunity for the ambitious youth, and many of its more intelligent men left the country to seek posts offering better chances in England. For twelve years Wales struggled through this period of poverty and disruption.

When Oliver Cromwell declared himself Protector of England many of the Puritans were aghast. Vavasor Powell and Morgan Lloyd denounced him and Powell openly preached his denunciation in a sermon in London.

As things settled down in Wales the Commonwealth made an effort to get the country moving again to try to stop the drain of progressive Welshmen to England ; schools were beginning to open



Oystermouth Castle.

and gradually the knowledge-thirsty country men began to rise again. But not all were prepared to accept the Puritan way of life ; there was a Puritan section in Pembrokeshire and another in North Wales, but Carmarthenshire and Glamorgan preferred to stick to their old religion even though their churches were without clergy and the buildings falling into ruin through lack of money. St. Mary's Swansea suffered in this manner as did many other churches in the town. The people of south and central Wales were more inclined towards the Lutheran and Calvinistic creeds which were sweeping Germany at that time and many methodist churches came into being in places where suitable buildings for meetings could be found. Sometimes it would be a small gathering in a home and even in the open air. Men like Vavasor Powell and Morgan Lloyd travelled through South Wales to preach this new nonconformist religion, and converted many from the Church of England. Many of these converts were the lay-men preachers of the day.

In 1648 the civil war ended, and the parliamentary army was disbanded. There was, however, a minor Royalist revival, but the battle of St. Fagans in which the Royalists were routed, saw the end of Royalist resistance in South Wales. Swansea had always been a strong Royalist centre, and in the town there still remained a section of the population unwilling to submit to the Commonwealth, and to appease this section of the community, General Horton persuaded the protector to appoint one Colonel Philip Jones a Swansea born man, and one of his trusted officers, to be the Governor of the town. Colonel Philip Jones had distinguished himself in the battle of St. Fagan's, and had been promoted to Colonel on the field.

Philip Jones was born at Llangyfelach Farm, his father was a small farmer. Philip spent his early life helping his father with the farm work, he had no schooling and no one to help him in his studies, but he taught himself to read and write. He went on reading such books that were available to him, these being, for the most part, religious works, he gained a

good knowledge of Christianity. His leaning was towards the simpler religion of the Puritan faith, and he joined up with the parliamentary army against the Royalists in the early battles around Carmarthen. His educational standard gained him a commission.

While in the parliamentary army, Philip Jones met John Price, an officer like himself, and a native of Gellihir. On a visit to the Price home with his officer friend, he met Elenor Price, John's sister, who, at a later date, Philip Jones married. When he was made Steward of Swansea, they went to live at the Governor's house in High Street. With John Price, Philip Jones was appointed on a commission to raise £20,000 for Cromwell's war on Ireland, and it was from Swansea that the forces of Cromwell embarked for Ireland.

Philip Jones did much for Swansea, and at the same time amassed a large fortune, although he was often accused of using his office to gain this wealth, it was never really proved that it was obtained other than by rewards for service.

Oliver Cromwell died in 1658, and at that time Philip Jones held the high position of controller of the King's household, and it was in this capacity that he made all the arrangements for the Protector's funeral.

It was during the Cromwellian era that Swansea was granted the privilege of sending an M.P. to Parliament, and, in place of the Portreeve, to possess a Mayor and Chief Magistrate. But with the restoration, Swansea discontinued the office of Mayor and reverted to the former Portreeve. This was done as a gesture of loyalty to King Charles II, also the severance of the Charter granted by Oliver Cromwell in 1658.

The early period after the Reformation brought a great deal of confusion to the landowners, who had been deprived of their seats they returned to find their lands occupied by the usurpers and un-entitled occupiers. Many fierce conflicts took place in South Wales, and in the Gower area in particular, where rightful owners had undisputed proof of ownership. This disruption spread to the



Roman Bridge at Blackpill, Swansea.

communities, many did not wish to return to the old system of Church domination ; remembering well the high demands made upon them by the clergy of the old system. They wished now to worship in the new-found Methodist way. In Wales, and especially in South Wales, the Methodist Church had gained the support of the majority of the people. But, many of the Puritans, rather than submit to the Church of England demands, left the country and went west in the ' Mayflower ' to America. Led by William Penn, they braved the Ocean elements in small ships rather than submit. Thomas Proud and John Miles, who had built their church at Ilston in Gower, went to Massachusetts in America and helped to found the town of Swansea there (now Fall River). However, the church they built at Ilston, which was the first Baptist church in Wales, had achieved the object for which it was founded ; many young preachers were taught there and lived to carry on the work these two Swansea men had started.

Religious persecution in England and Wales continued until the reign of James II, when the Toleration Act was passed.

The thirst for education that had begun in the Cromwellian era, when the clergy, deprived of their living, turned to opening private schools to earn a living, now returned to their former religious employment and deprived many of the children of the town of a progressive education. No form of schooling was compulsory, and it became the practice of employers to engage children in all sorts of work irrespective of the effect it may have had on these childrens' health. The poorer classes often took advantage of this to get a little extra money to help the family budget. It was left to the compassionate feelings of some of the church dignitaries to put to right this disturbing state of affairs, and, very soon, church after church began attaching schools to their places of worship. Church schools were not free ; a small weekly charge was asked for a very elementary form of education, but it was the commencement of a system that lasted right up until the Education Act of 1870.

The face of Swansea was continually changing as we passed through the

seventeenth to the eighteenth century. In 1700 the population of the town was around 1,500 within the walled town. But, as we proceed through the century, the people began to spill out over the town walls. The coming of industry to the Hafod and Landore districts brought with it a large influx of people from the surrounding areas of England and Wales, and by 1800 the population had reached nearly 70,000. Streets of houses began to spring up outside the walls, and with the ever increasing traffic in the town itself, it became necessary to make proper roads and sidewalks. This was undertaken in 1723, and soon the rough tracts were replaced by metal roads and paved sidewalks. Many of the lesser important streets were cobblestoned, the stones were brought from the Mumbles in wagons, made of iron, on the Mumbles to Swansea road, a difficult operation as the road was a rough track, reputed to have been built by the Romans.

Hafod in those days was a district of great beauty, and Landore was countryside. There was a small township at Morriston, little more than a village, and, with the coming of the Industrial Revolution, began to grow. The Morris family, who lived at Clasemont, were descendants by marriage from one of the Marcher Lords. Clasemont was the seat of Roger de Clase in 1402 and was destroyed by fire in the Owain Glyndwr rampage. Clase had no son, and his eldest daughter was reputed to have hidden in the house of a farmer at Valindre Vale. On returning to her home, she found nothing but ruins, and her youngest sister missing. She heard later that her father had been killed defending his home. Ann de Clase rebuilt her home at Clasemont, so the story goes, and married the son of the farmer who befriended her and gave her shelter during the rebellion. From this marriage a succession of families descended, and one of them was named Morris (Maurice).

St. Thomas, which in the early days was only accessible from Llansamlet, or by ferry from Swansea across the river Tawe, gets it's name from the church which once stood at the foot of Cil-fry, (High Retreat) Kilvey,

ON HAFOD SWANSEA. 1737.

Delightful Hafod, most serene abode !
Thou sweet retreat, fit mansion for a god !
Dame nature, lavish of her guifts we see,
And Paradice again restored in thee.

Unrivall'd thou beneath the radiant sun ;
Sketty and Forest own themselves
outdone.

Thy verdant fields, which wide extended
lie,

For ever please, for ever charm the eye :
Thy shady groves afford a safe retreat
From falling showers and summer's
scorching heat :

Thy stately Oaks to heaven aspiring rise,
And with their utmost tops salute the
skies ;

While lowlier shrubs amidst thy lawns
are seen,

All clad in liv'ries of the lovliest green :
From every bush the feather'd tribe we
hear,

Who revish with their warbling notes the
ear.

But what completes the beauty of the
whole,
And has with raptures often filled my
soul ?

Here Swansea virgins every morn repair,
To range the fields and breathe the
purer air :

And soon as Phœbus ushers in the day,
Regail themselves with salutary whey.
Here lovely Morris charming nymph is
seen,

Fair as an angel, graceful as a queen.

Here Helen, too, the flowery pastures
treads,

Whom, none in beauty, none in wit
exceeds :

Here R——s comes, for ever bright
and gay,

Who steals insensibly our hearts away ;
Her killing eyes a frozen priest would
move,

The youth who sees her cannot chuse
but love.

Here Rosalinda does uncensured go,
To meet her swain, and cares not who
shall know ;

For what ill-natur'd tongue will dare to
say

She came to meet him, when she came
for whey ?

S——s, W——r, W——s hither
all resort,

Nymphs that would grace the greatest
monarch's court ;

So sweet, so charming, so divinely fair
You'd swear a train of goddesses were
there.

Here oft they pass their blissful hours
away

In blissful chat, or else in sporting play ;
Or sometimes in harmonious concert
sing,

While neighbouring groves with sweetest
echoes ring :

The birds are hushed, and all amazed
appear,

Sounds more melodious than their own
to hear :

Hard by old Taway gently glides along,
And stays his stream to listen to their
song ;

While t'other side a distant brook we
hear,

Run murmur'ring 'cause he can't approach
the fair.

Oh happy place ! the world I'd freely
give,

That I might always at my Hafod live :
My Hafod should in deathless pages
shine,

Were I, like Pope, a favourite of the nine :
Or on Kilvey, or Kevenbryn they dwell,

Or in Cwmboorla's unfrequented vale :
Would they propitious but inspire my

lays,

The world should ring with Charming
Hafod's praise.

But Oh ! the muses deign not to inspire,
My bosom burns not with poetick fire ;
I then must cease and lay aside my quill,
Lest I eclipse thy fame by praising ill.

It is believed that this poem was
penned by Savage, who made many visits
to Swansea in the early eighteenth century
and eventually came to reside here
in 1741.

The first church was built by the Normans and formed part of the Manor House occupied by the governor of that area, a high ranking officer of the Norman forces, who kept a small garrison of men there as an out-post against any attack on the town from the east. In 1402, Owain Glendwr, after his attack on Clasemont, split his forces and sent one down the Swansea Valley eastern side of the river Tawe and one down the western side. It is possible that the eastern forces came to the Manor House, and, after defeating the small garrison, destroyed the house and the Church.

The Manor House was rebuilt and became known as Kilvey House, also, a new church was built nearer to the sea. Unlike its predecessor, this church was built of stone, and it was this church that was destroyed by the heavy seas and wind storms in 1607 and not the first St. Thomas Church built by the Normans which was a wooden structure. Saint Thomas and the surrounding areas, was not part of Swansea in the early days, and did not come under the Manor of Swansea and Gower. It was part of the area which, in later years, came under the Earl of Jersey, and stretched from the River Tawe to the River Neath and northwards to near Birchgrove and Skewen. There is little doubt that the Earl of Jersey was a descendant of the Norman lords of Kilvey Manor.

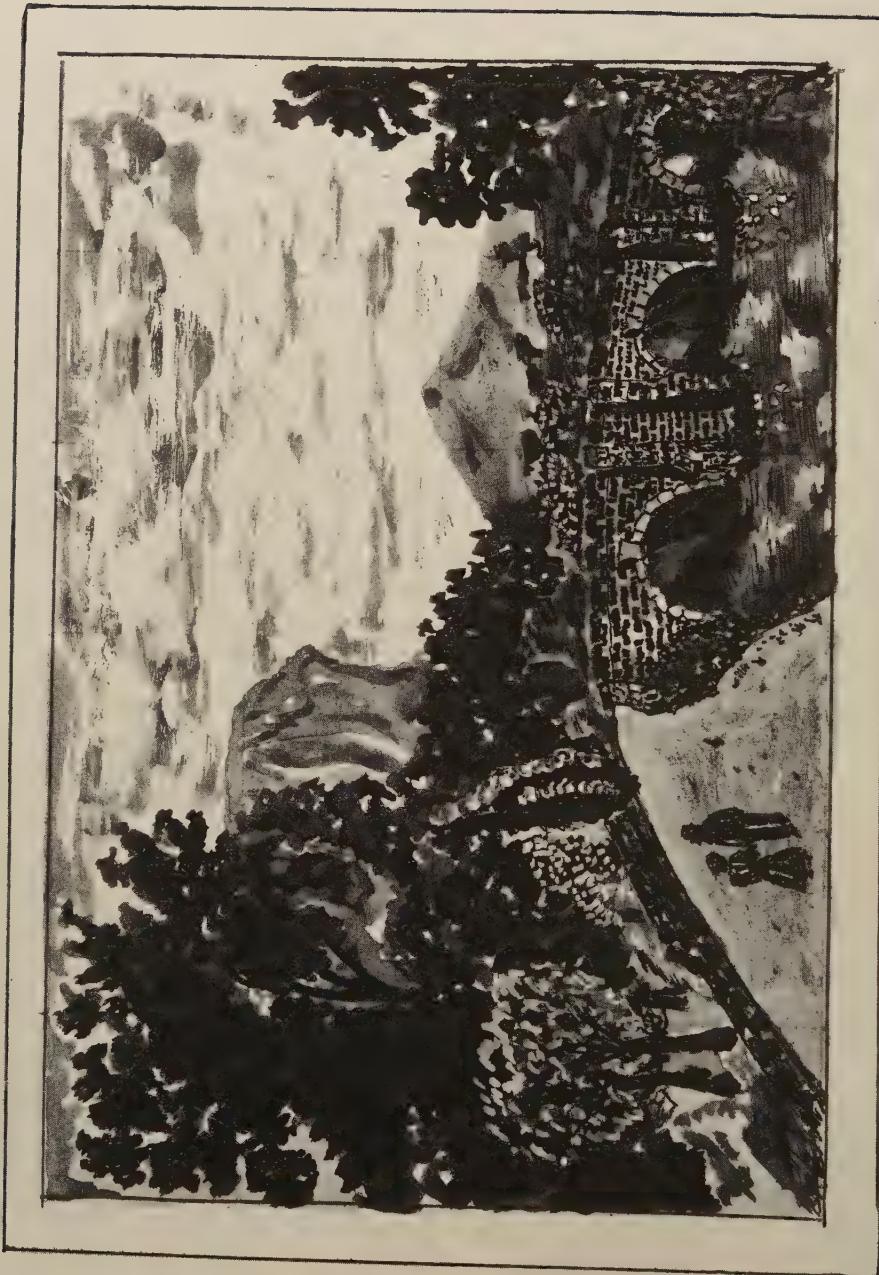
In the days before the New Cut diversion of the river Tawe was made, the river took a large sweep from the Cambrian Pottery to the present North Dock Basin, and from the basin to Crumlin was a sandy curve known as Fabian's Bay. The first dock made, enclosed this area when a bar was built in 1740. A short pier was built out, on the west side of the river and was the fore-runner of the present West Pier.

Port Tennant gets its name from George Tennant, an ambitious industrialist who saw the advantages offered by the port facilities for the shipment of coal. He was responsible for the routing and cutting of the canal from the Neath area to Swansea which bears his name: The

Tennant Canal. This waterway carried passengers and freight, and was a successful venture until the coming of the railway. It was not until the Pottery Bridge was built that St. Thomas began to increase its population. Access to the area was now possible for wheeled traffic and the passage of goods effected without the former difficulty of ferry transfer. This was the only road crossing of the river Tawe within the boundary until the North Dock was constructed, then, the course of the river was altered. The new cut—and this name has remained to this day—was dug from the Pottery Bridge straight out to sea, and the old course of the river was widened and deepened to make the North Dock and the North Dock Basin. Between the two sections of the dock a hydraulically operated bridge was built, and across the new cut, a masterful construction in bridge design, was erected. This bridge, a swing bridge, hydraulically operated, was balanced to turn on the centre support. With two roadways, and two pedestrian side walks provided a splendid highway to St. Thomas. At a later date a railroad was added to serve the fish trade of the South Dock.

In the charter granted to the town by King William IV in 1836, Swansea became a Municipal Corporation, and one, Colonel Nathaniel Cameron, who had taken part in the Battle of Waterloo, became the first mayor under this new system. Cameron was a businessman with interests in coal and property in the Loughor and Gowerton area, but he was a better soldier than a businessman, and his companies were not successful. He came to live at St. Thomas when it came within the boundary of Swansea town, and built a house at what was known as "Undercliff" and later this area adopted its present Welsh name: Dan-y-Graig, and he named his newly built home "Dany-graig".

With good access roads the St. Thomas area soon began to develop, streets of houses began to spring up where once were fields of corn and grazing land, and with the building of the



Hafod Bridge over Bartaise Brook (The Nant), 1700.

Prince of Wales and King's Docks, became a thickly populated area. The old Manor House became Grenfell Park, and was, for many years, the home of the Grenfell family, Colonel Grenfell distinguished himself in the Boer war, and was created a Baron by Queen Victoria. With the coming of these two docks, it was natural that industry would follow, and the area became an important acquisition to Swansea's industrial potential. It also became the home of many seafaring men, and provided homes for numbers of men employed on the docks. There are many legends told of Crymlyn marsh, it is possible that some of the less exaggerated are true. It was a dangerous area, for those who knew little about it, to trespass. It was a peculiar type of terrain, it was not caused by tidal incursions as one might expect being so near the sea ; the water was not brackish. It was the haunt of freshwater birds, ducks, etc., and yearly black and white Swans built their nests on the marsh. Many of the older folk, and one was my own grandmother, believed the name Swansea came from Swan's Island and not Sweyn's Island. No one has yet given us a positive answer to the question of how Swansea got its name ; the Welsh name was, of course, Abertawe, and the area to the east of the river Tawe is

referred to in some records as " Gwern-alarch " which means in English " Marsh of Swans ", and Kilvey as " Cilffry "—High Retreat. These names have, no doubt, over the years been contorted to those we know today.

The Hafod and Landore areas present a very different picture. Hafod was once the most beautiful countryside, and acclaimed by many of the early writers. The Hafod bridge, which crossed the Bartaise Brook ; the water course that, at that time, marked the boundary of the Norman town and franchise of Swansey, and referred to locally as the " Nant " (stream), led to the road from Hafod to Landore known as the " Golden Mile ". What we call golden chain, a tree of extreme beauty, lined each side of the rough road, and on the bank leading down to the river, gorse bushes with their pretty little yellow flower added to the golden scene. But with the coming of industry, and especially the copper industries, the Hafod and Landore lost it's verdant beauty. The smoke from these works soon blackened the surrounding countryside, and streets of workpeople's homes spread across the beautiful fields.

This was the cost Swansea had to pay for its advancing prosperity.

THE POPULATION INCREASE OF THE 18th AND 19th CENTURIES

IN THE EARLY part of the seventeenth century the population of the town of Swansea was a mere 1,160, added to which was a garrison of 1,100 soldiers. The death of Queen Elizabeth had brought to the throne of England James Stewart of Scotland, James I. The progressive spirit that had prevailed in the country during the reign of Elizabeth began to wane, and continued to do so during his reign. On his death, he left to his son, Charles I, a state of unrest and religious disorder, a state of affairs King Charles was unable to control. This brought about a Parliament revolt led by Oliver Cromwell. The country was very

much divided on the issues that had brought about this revolt, and for eleven years, the period of the Commonwealth, civil wars between Royalists and Cromwellian forces, disrupted any sort of progress anywhere. It was not until the beginning of the eighteenth century, during the reign of William and Mary that industrial charters began to be issued. It was at this time that a licence was granted to the Mines Adventurers Company of Sir Humphry Mackworth, and the Mines Royal Works, to smelt copper ore at Neath. This was probably the beginning of the Industrial Revolution in South Wales.

in Swansea, in 1717, the first copper

works was commenced by Dr. Lane and a Mr. Pollard, and I have devoted a chapter to this industry later in the book.

Swansea had good docking facilities where barques of a fair size could off-load ores and reload coal, which was mined in plentiful quantities in the district. The riverside quays and incursions cut into the river banks, made possible loading and off-loading at all positions of the tide. This was one of the great advantages that brought to Swansea many of its industries and, very soon, the beautiful areas of Hafod and Landore became one mass of industrial activities, and with it came the increase in the town's population, which by 1800 had increased to 78,000.

The small area of the town, surrounded by its wall, with no sanitation except the small town ditch, no lighting, no made streets or sidewalks, few shops and certainly insufficient houses, was suddenly invaded by thousands of immigrants coming into the town to work in the new found prosperous industries. The problem facing the town's portreeve and his councillors, was enormous, and credit must be given to them for the way they set about the task. Soon houses were springing up outside the town walls, first the sandfields, where hundreds of working class houses sprang up like mushrooms. Then, houses were built for the white collar workers, and larger homes for the management and administrative staffs; Melbourne Place, St. Helens Road, Worcester Place, Heathfield and Alexandra Road, large houses of great beauty and elegance.

One can visualise without much difficulty the problems this rapid growth presented to the Portreeve and his corporation. The making of roads, sanitation, water, street lighting and paving. Money was certainly pouring in to the town's coffers from rates, but money was not the problem, it was time and labour. Another problem was sewage, the earlier system of open trenches outside the town walls flowing into the river Tawe was perhaps good enough for a small population, but now, with the house effluent and surface water running through pipes from many parts of the town, turned the town ditch

into something like a river. An attempt was made to cover the ditch, although this did clear the town of unpleasant smells, there was still the pollution of the river to be considered due to the tidal ebb and flow. It was, nevertheless, due to the unsatisfactory sewage disposal system that the town suffered the cholera epidemic in 1832 and although it was partially arrested in that year the epidemic broke out again in 1844 and this time virtually brought the town to a standstill. The death toll was terrible; gruesome descriptions of the manner in which the bodies were hurriedly and indecorously buried in common graves or pits are recorded in reports of this terrible period in the town's life. The members of the corporation were not altogether prepared to accept, as a fact, that the cholera epidemic was caused by the sewage problem, but that it was brought to the town by sailors from the ships on the Cuba run, and if that was the case, there is little doubt that the sewage problem helped to spread the disease.

The provision of water piped to the various districts was another of the problems the corporation had to face. For the most part water for many uses was collected by householders from the rainfall. Most houses had water butts, mostly old ale barrels, or purpose-made by the coopers in the town. The water was led down from the shutes or roof gutters via pipes to these butts, and usually provided the householder with enough water for washing, etc, but for drinking water many wells were sunk, some by the corporation and some privately, and this was sold at a small charge for each bucketfull. At one time there were over one hundred wells within and around the town boundaries, Humphries Well was one of the privately owned wells, it was situated near the bottom of Constitution Hill. Baptist Well in St. Thomas was considered one of the purest. St. Helens Well was brackish in taste, it is told. Brynmill Well was abundant in its supply, but in all, the water was fresh and cool.

In 1837 the first reservoir was built at Brynmill—we know it to-day as Brynmill Park Lake. It was built to supply the

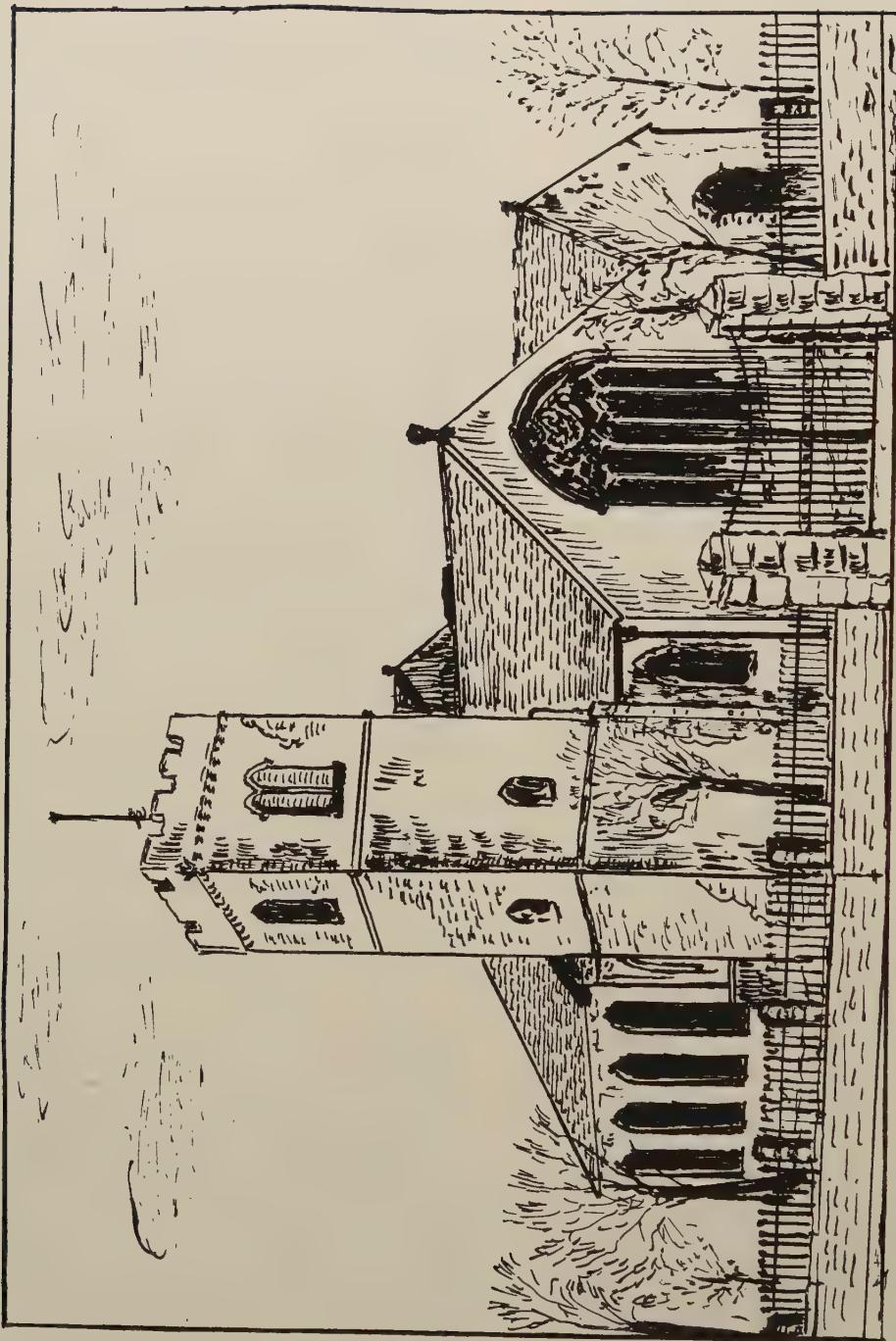
sandfields area where the well water was continually being contaminated with the waters of the rising tide. Brynmill reservoir was fed from a stream which ran down through Sketty from Cefn Coed Farm. The course of the stream took it through the dip in Sketty Road where the north gate to Singleton Park is now. When Sketty Road was a rough track, there was a ford at that point, and when the reservoir was built this was culverted to prevent pollution.

Before the Brynmill reservoir was completed another was being constructed in what we know as Cwmdonkin Park. This was to supply the areas of the town centre. These two reservoirs were the main source of piped water for the following ten years, when the continued increase in the town's population demanded a further source. It was in 1848 when a decision was taken by the corporation to construct the two new reservoirs at Velindre Valley: The upper and lower Lliw. The Velindre project had ample capacity to supply the whole town as it was then, but Brynmill and Cwmdonkin were continued to be used to avoid the expense of relaying pipes to the areas they supplied. When in 1906 the population of Swansea had risen to 160,000, the water question had once again to be revised, and in that year it was decided to build the Cray reservoir. Today, when industry requires so much water and the average consumption of water per head of population is in the region of thirty gallons per day, the town is supplied with water from an additional source namely the Usk project. Although these projects were carried out in stages, it can readily be understood the mammoth problem a rapidly growing population throws on the town administrators.

This was the era of invention, the steam engine, railways, gas and electricity all came to add to the already heavy burden placed upon the heads of the town council. Decisions had to be made, and money had to be found for these improvements, and many were the stern arguments in the council chamber by those who called for a halt to huge spending. So much was needed all at the

same time: Schools had to be built, public halls were a must, street lighting, tramways to the outlying districts of the town, a new Guildhall was badly needed with adequate Law Courts, parks to be laid out and the continual necessity for new roads where streets of houses were springing up like mushrooms. A new Market was needed, larger docks to take the new modern steam ships. What a programme to face, and yet it was faced and it was overcome. All that I have mentioned was carried out and completed to the credit of our then Mayors and councillors, and Swansea became the first town in Wales: the largest and best equipped, and was called the metallurgic centre of the world. Almost every known metal was either produced or processed in the town area, the town was wealthy and its people were well paid compared with other industrial areas in the country.

This affluence was bound to bring with it a variety of small factions of people in search of leisure activities: the arts, leisure study in one form and another, music, there was a general desire for something apart from the public house. Drunkenness had become the main diversion for the well paid working classes, and the inns and taverns were numerous; almost every street had its public house. There was soon an outcry against this weekend carouse. The churches were up in arms, and temperance was the main theme in most Sunday sermons. Churches and chapels alike, formed together and created the Band of Hope as an institution to save the children and well I remember those wonderful processions through the town by those children and their officers each May to demonstrate the wonderful success of the Band of Hope. The Festival, too, held that evening in the local Albert Hall with the hundreds of girls and boys sitting each side of the splendid organ high up on the platform, the girls, all in white dresses with blue sash, and the boys, in dark suits and Eton collars, all singing their hearts out in an attempt to outdo Mr. Llewellyn Bevan at the massive organ. Delight sparkled in every face, it was, indeed, an evening to remember. Many



East View of St. Mary's Church, 1746.

people of my age will go back in memory to those days in the early years of the twentieth century when life was leisurely and pleasant and contrast them with the rush and scurry of modern times.

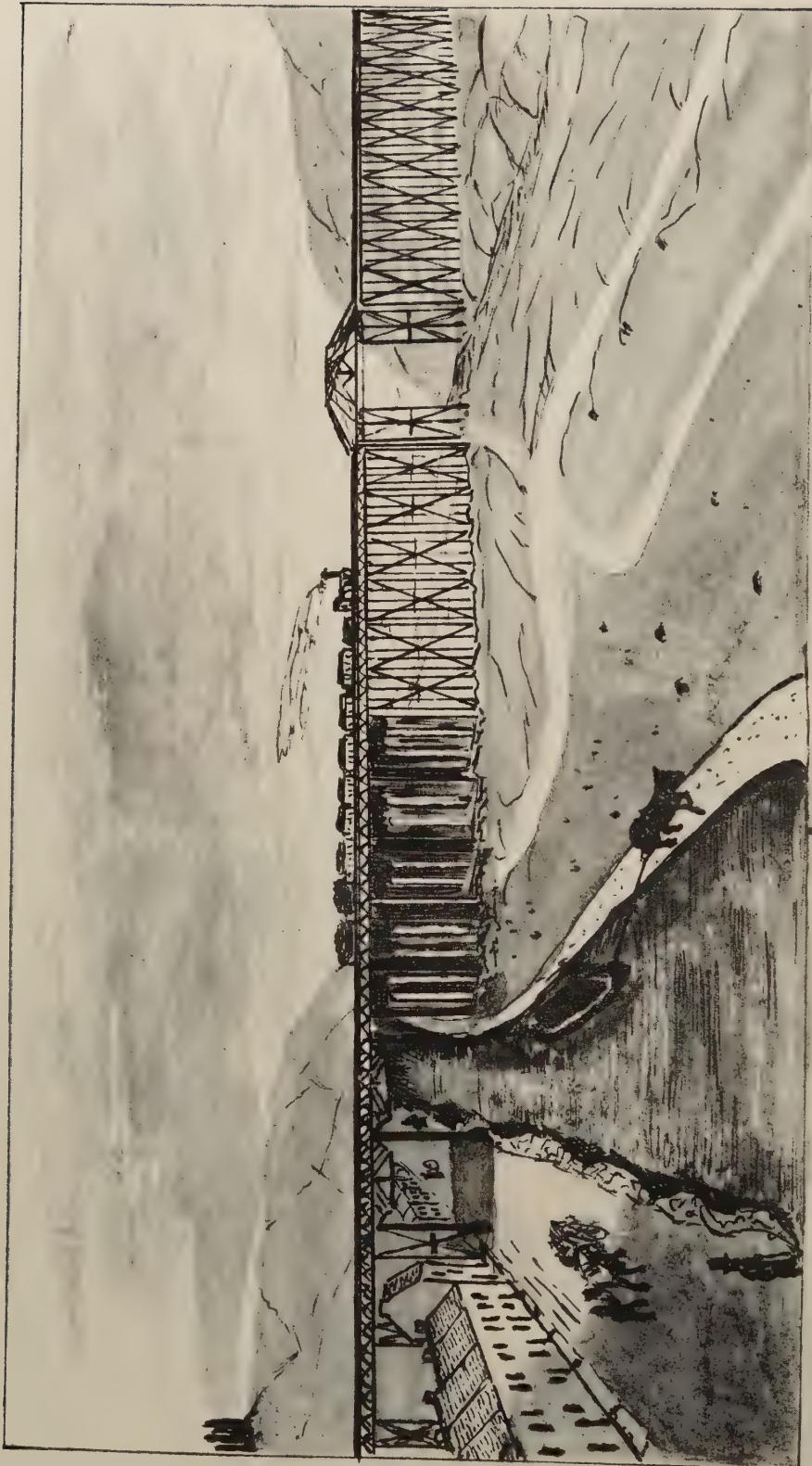
But I must not get nostalgic, but must stick to my story of this our very lovely town. So, let us go back to retrospection and pick out some more events of interest in the life of our town. I was writing about our ancestors desire for diversion from their daily toil. Not all wanted a hectic form of leisure. I mentioned the arts, and many art groups were formed. When the new library was built on Alexandra Road in 1887, a section of the building was set aside for the arts and the arts school held there was well patronised and brought to the front many well known people in sculpture and painting. One in particular I can recall was Deffit Francis, a brother of George Grant Francis. He bequeathed his own and other famous works to the Glyn Vivian Art Gallery when it was opened opposite the Library. Another was Grant Murray, a painter of great merit, and one time the Director of the Art School. Many other lesser known to-day found their pleasure in some form of art or other, and the councillors were ever ready to foster any project.

In the days when music was, for the most part, provided by the brass and silver bands, we young Swansea folk found great delight in visits to the parks to sit around the bandstand and listen to our Police Band strumming out Strauss waltz tunes and musical hits of the day. Apart from being a musical treat, it was a fashion parade when ladies, young, and older, would parade along the gravel paths for the eyes of the as yet unmarried young men. So many romances resulted from the Thursday evening musical festival, performed so enthusiastically by our guardians of the peace at Victoria and Cwmdonkin Parks on the warm summer evenings of the early nineteens, before the Kaiser and his hordes invaded France, and drew we youngsters into a long and bloody conflict. So many of our boys died in that frustrating and useless war, and so many of us came back having lost all our youth, back, we hoped, to find

the Swansea we had left, only to find a strange, embittered and unrecognizable collection of lost and bewildered souls. It was a strange Swansea, everything seemed different, the old things were there : the trams, the shops, but the buildings seemed so shabby and the whole atmosphere so dead. The old Swansea had surely gone and from here we went forward with new ideas and new ideals. Everyone said there must never be a war like that again. "Did I say everybody?" little then did we think that a corporal who had fought against us would put an end to that dream.

The second half of the nineteenth century saw many changes in our town of Swansea. First we had street lighting. It was in 1830 that gas from coal was produced in the town for the purpose of lighting. Up until that time there was very little lighting in any of the streets, and, what there was, a few corner glass encased tallow torches, the only means anyone had of protection from thugs and thieves at night. It became the habit of anyone who had cause to venture out in darkness to carry a lamp of some sort, but these were more likely to betray your position than to help in your protection. But with the coming of gas for lighting, the council embarked upon yet another step forward and, commencing with the town area, began the formidable task of excavating every street and laying iron gas mains. Then the erection of street lamp posts, ornate structures, surmounted with a glass cage to protect the flame from wind and rain. These were placed at about fifty yards apart and, when lit by the walking lamplighter, transformed the gloom to brilliance. Business premises soon followed with lighted shop windows and interiors, to the shopkeepers, this was a source of increased income, but to the shop assistants, it meant a very much longer working day. Saturday night shopping became the thing, and most shops in the town area were kept open until midnight.

By 1845 every street in the borough had been installed with gas lights, the task had been enormous, every street had to be excavated for pipelaying, and



The first Landore Viaduct and Swansea Canal, 1850.

applications for service came from thousands of householders.

It was the occasion of providing gas services that decided the council to re-metal every street in the town in preference to just refilling the trenches, and it was then that the first road-rollers came into service in Swansea. The corporation bought three of these monsters at a cost, so the records say, of thirty five pounds each. These rollers were horse-drawn. The total cost to the town of the road programme was eleven thousand pounds. Well, well—you could not do one street for that today.

In 1874 the first tramway system was commenced in Swansea. The first routes were from High Street to Cwmbwrla, High Street to Sketty, High Street to the Slipway to the sands, and High Street to Landore. The trams were horse-drawn fourwheeled boxes with small glass windows and wooden lath seats. The fares ranged from a half penny to three pence. From High Street to the sands was one penny half-penny.

The Mumbles Trams, also horse-drawn had been in service since 1809, and the railway itself, since 1804. It was laid for the purpose of hauling coal from the collieries at Clyne Valley. It was later extended to bring limestone from Oystermouth, and granted a passenger service licence in 1809.

The next upheaval in the town was the providing of electric lighting in place of the existing gas lights. This was in 1899 when the Boer war was in progress, I remember a year or so later being taken by my mother to see the new lights. In my small mind, they must have appeared like small moons hanging from high posts, which spluttered and spat at regular intervals. But how brilliant they were in comparison to the former gas lamps.

The railway line was extended to Swansea in 1847. This was the Great Western line from Gloucester to Carmarthen. Swansea was not on the main line, and passengers travelling from London to Swansea had to change at Landore and travel the short distance to Swansea by another train. This line was

soon followed by the Rhondda and Swansea Bay Railway with a terminus at St. Thomas. This was a direct line from the Rhondda Valley to the docks at Swansea built to carry coal for export. Later, to serve the collieries in the Clydach, Pontardawe, and higher Swansea Valley districts, the Midland Railway ran a line, also to St. Thomas, to bring coal for shipment from those districts. The fourth railway to Swansea, and the one that disturbed the landladies who kept boarding houses along Trafalgar Terrace, very much indeed, was the Central Wales line of the London and North Western Railway which ran along the sea front to Victoria Station. Before this railway line was built, boarders and holiday makers who stayed at their boarding houses could sit in the parlour sitting room and have a clear view of the sea. Poor Colonel Nathaniel Cameron, the then Mayor of the town, took the brunt of the blame for this distractive decision, but, he had no choice, the land belonged to the Duke of Beaufort and it was his profitable deal with the L.M.S.Rly. that decided the issue. Swansea still regrets that decision even today.

In 1835 The Royal Institute of South Wales was founded. A band of enthusiastic archaeologists and philologists joined together to form a society of ancient languages and the beginnings of man and his life and habits through the years. It was first known as The Swansea Philologist Society. A prime mover in this society was George Grant Francis, and it soon developed into a very important part of Swansea life, and its activities spread to a variety of subjects relating to early Swansea history. Over the years it had financed many excavations in the Gower area, and has collected many interesting relics which are on display at the Institution museum. It was granted the title of Royal by Queen Victoria.

A very old institution formed in Swansea in 1863 is the Working Men's Club. Today when the title "club" goes for almost any sort of congregation of beer drinkers, one is likely to lose sight of the significance of the Working Men's Club in Victorian times. It was formed

by a group of men of temperate habits drawn from industrial workers, dock workers and railwaymen who wished to spend a quiet evening in comfortable surroundings away from the rowdy atmosphere of the public house. The first meetings were held in a parlour of the leader, Joseph Rogers at his house in New Street. Its object impressed not a few leaders of industry, and contributions towards the building fund began to come in. One who was very interested in the objects of the club was Mr. Frank Ash Yeo, he contributed generously to the funds and opened the new building on Alexandra Road in 1863 when he was Mayor of the town. The building contained reading rooms, games rooms, billiard rooms and card rooms. The refreshment room was licensed to sell beer and spirits and catered for the non drinker with a buffet. In 1870 it had eight hundred members. The club is active today.

For the same reason that initiated the forming of the Working Mens' Club, the Salisbury Club was founded in Swansea, but for an entirely different section of the community. Situated in Walter Road, where the White Rose Hotel now stands, it catered for the better off business section of the town. Styled on the Salisbury Club in London, it was essentially a political institution, it was inaugurated in the early part of Queen Victoria's reign. The club was elegantly furnished and equipped with assembly room, billiard room, card room and, of course, a restaurant. It had a small number of bedrooms available to members who, for one reason or another, wished to reside temporarily. Membership fees were high, to exclude a poorer society than one for which it was created. Stories tell of the elegant forms of dress worn by the members of this club on special nights, and the glittering equestrian turnouts that brought them to its functions.

Swansea in those days never failed to present a picturesque and ultra pleasing look, the industries were tucked away to the north east and away from the prevailing winds, which left the town and western areas free from the smoke

from which it earned its living. In spite of the many obstacles placed in its way to become a pleasure resort, it still presented in summer time a fashionable seaside appearance. The lovely sandy beach, marred only by its tidal ebbs, never failed to attract a large and varied congregation of colourful people. The Sands, as it was always called, was the Mecca of the town's population, as well as that of its surrounding districts. Attracted by this multitude of pleasure-bent bourgeoisie came the many travelling cheap-jacks and medicine men, religious eccentrics, ice-cream vendors, bucket and spade sellers, etc., in fact it often rivalled the local market so numerous were the stall-holders. The Salvation Army band came too, usually on Sunday, to show all the error of their ways. In the midst of it all were the bathing machines mounted on their four high wheels from which would emerge gaily and frilly dressed bathing beauties of the day. From Trafalgar Arch to Brynmill was one colourful mass of people, laughter was mixed with baby cries, dogs barking and shreiks from the lady bathers when the erring males came too near. It was life, it was relaxation from the dally toil. It was part of Swansea and we liked it.

For the better off there was the Mumbles and its lovely Langland, Caswell and all the rest of those beautiful unspoiled beaches, where one could bathe and picnic in nature's undisturbed beauty. To get there in those days one had to walk; after leaving the Mumbles train at Oystermouth, there was no transport, except the donkeys for the children and your baggage, and walk back after the day's arduous exertions, and perhaps have to stand on the overburdened train trip back to Swansea. But would we have missed it all?—not on your life! Who then can say in all truth that these days are better than those were. Perhaps my generation is too slow to keep up with the fast moving society we live in today, and for me, I would hate to be born now, and live out my seventy odd years in the twentyfirst century.

Towards the end of the nineteenth century more changes took place in

Swansea, and not all were to benefit the town. No longer did the world outside rely on Britain for its manufactured goods, countries who once bought our products now turned to making their own. Countries like America, Australia, Canada and South Africa, who in past years had been our best markets, were now producing their own tin and copper, and not only that, they were doing it cheaper than we could, and robbing us of other markets. The industrial revolution was coming to an end and with it a lowering of our standard of living and increased unemployment. With the coming of a situation like this after years of prosperity, it was not surprising that many of our best craftsmen emigrated to the new countries abroad, and many hundreds of our key men in the tinplate industry went to Pittsburgh in the U.S.A. to work in the modern works. The blast furnace men from the Iron and Steel industries went to South Africa to become foremen and instructors to the coloured labour of that country.

It is significant that during those years of decline, the population of Swansea dropped by ten thousand, many of the people who had come to the town during its prosperous years had left for more profitable areas, some to the coal mining areas of east Wales and some to the Midlands.

During this period of decline many of our once busy works closed down and others were working part-time. But due to the foresight of the Vivian group of works, and especially to Henry Hussey Vivian's earlier planning, the copper industries survived by turning to producing copper articles for home markets. They were, nevertheless, stringent times for the town.

The coming of electricity was a tremendous fillip to the copper industry using, as it did, enormous quantities of copper for its distribution and machinery construction. But Swansea, situated as it was in the centre of a large industrial area which included the anthracite coal seams, managed, without much difficulty to survive this recession with the minimum loss to its prestige. It still had a lot to offer; it had well equipped docks, and

from the port we shipped coal in large quantities, both steam and anthracite. We had a good fishing fleet operating from the South Dock, with daily sales at its huge fish market. We had holiday amenities which attracted daily trippers from the outlying districts, also those who came on holidays. We had shopping facilities too, where one could buy the latest fashion clothes, and, of course, our market, a wonder people came for miles to see, and people came with money, and they left a lot of it with us, and Swansea didn't die, it didn't become a ghost town, it had too many inventive minds among its citizens. The Boer war came, and our youth went to war as volunteers when it was found that the professional army was being held and even out-maneuvered. London was disturbed, and the towns throughout the country sobered up and turned from pleasure to work to help produce the necessary equipment to win the war, and our works were busy again.

With the end of the war in South Africa, Swansea settled down again to a life of leisure, and for a year or two, the prosperity of the pre-Boer War years was continued; the coal trade was booming, and Swansea benefitted greatly from the export of anthracite coal to Canada and also to France. The tinplate trade, although working to a lesser degree than before the war, was managing to keep full employment with orders from eastern countries who had not yet built their own producing units, and as the freight charge on goods from America was high, the tinplate trade had not suffered from competition from that country.

Few ships had, up to that time, turned over to oil fuel for bunkers, and the export of coal maintained a steady flow to coaling stations abroad. Ships also came to the port to collect bunkers, and, in all, the steam coal trade felt no recession.

Copper was different. The decline started towards the end of the nineteenth century. The McKinley tariff which put an end to the export of tinplates to America, was also responsible for some decline in other metals, and copper was one of these. The Vivian family, who controlled the greater part of the copper industry

of the town, also had many other interests in the metalliferous field, and were able to maintain employment for the many thousands of men employed. New industries also came to the area, The Mond Nickel Company opened a works at Clydach from which the town received much benefit as a shopping centre. Then a little later, the British Petroleum Company started building an oil refinery right on the outside edge of the Swansea boundary. To cater for this huge undertaking, the Queens Dock was decided upon (it was completed in 1920).

In 1909 the Kings Dock was opened. This was to be a clean dock, free from blowing coal dust, and was to cater for the general cargo trade. As a result we soon saw large steam ships using the port. Lines that were once wholly sail were now turning to steam, and among the first steamers to use the port were the Bristol Steam Navigation ships ; Juno and Appolo were two I remember well when I was a youth with all eyes for this new advent in the town's life.

The years before the first World War were pleasant years, so much was happening in the town : The change over to electricity when the town became a sphere of brilliance, globes of light hung from the High Street lamp standards, and outside most large shops, similar lamps could be seen. It was the end of dim gloomy streets, it was the age of light. Then came the telephone. Well I remember my first talk over this magic machine, my father had one installed for his business, and I remember the number to this day—101X5, a party line, one of six, and we were asked not to answer unless we heard five distinct rings. Soon came the Electric Trams in place of the old horse drawn cabins that rumbled along ; we took penny rides just for the novelty. The first motor cars made their appearance on the streets at this time, and much to the annoyance of the horses who had held sway for so long. They danced and shied almost out of control as the new monsters came near.

The western side of the town, being free from the industrial air pollution of the east, due to the prevailing winds coming

from the south western area, became the residential areas of the better-to-do members of the community. Dotted all over the western parts of Swansea some very large houses were built in the early part of the nineteenth century. The area from the Calvert Terrace end of Walter Road west to near Cwm Gwyn farm and as far north as Terrace Road, was one large forest ; Oak, Beech, Birch and Larch grew in abundance. Building began at Melbourne Terrace—now the western end of the Kingsway—and continued west down St. Helens Road. These were magnificent dwellings : Doctors, Lawyers, Merchants and people of that class occupied these houses and, for the most part, carriages and a pair of beautiful horses conveyed their masters to their business or their wives on shopping expeditions. Grooms and neatly dressed serving maids looked after the needs of these richer-than-most occupiers ; the Victorian picture so common in my boyhood days. A lesser elaborate, but still a big advance on most of the walled-in dwellings began to appear on the wooded slopes of Mount Pleasant ; the trees being cut down to make way for terraces ; Woodlands, Oaklands, Rose Hill and Penmaen, all took their names from this once-wooded area, and much of the timber that had been cut down was used in the construction of these houses.

The more wealthy industrialists went still further west to build their mansions, most of these were set in grounds : Sketty Park, Sketty Hall, Verandah, Park Wern, Hill House, Llan House, Marino, Singleton, Woodlands (Clyne Castle), Llwynderw and Dan-y-Coed were all built in the nineteenth century, and these are only a few of the mansions that were dotted over the west side of the borough. The magnificent gardens which surrounded these stately homes were the scene of many a colourful garden party ; ladies, dainty and truly feminine, dressed in the latest fashions, would vie with their contemporaries to win the prize of being the best dressed, and the gardeners trimmed their lawns and dressed their flower beds to match the colourful scene.

This was the period of Swansea's progress and prosperity, it was a period

of leisurely happiness too; that there was plenty of opportunity as well, is evident by the number of people who came to live and work in the town.

Sketty was then a village with but few houses. The area was made up of farms, and the owners of these farms did a very profitable business in supplying the needs of the growing population of Swansea. When the Vivian family came to live in the town they took a great deal of interest in Sketty; they built houses for their gardeners and livery staff, and were responsible with Captain Gifford and Charles Baring for the building of Sketty Church. Captain Gifford lived at Hill House and Charles Baring at Sketty Hall, both these gentlemen had shipping interests in the town.

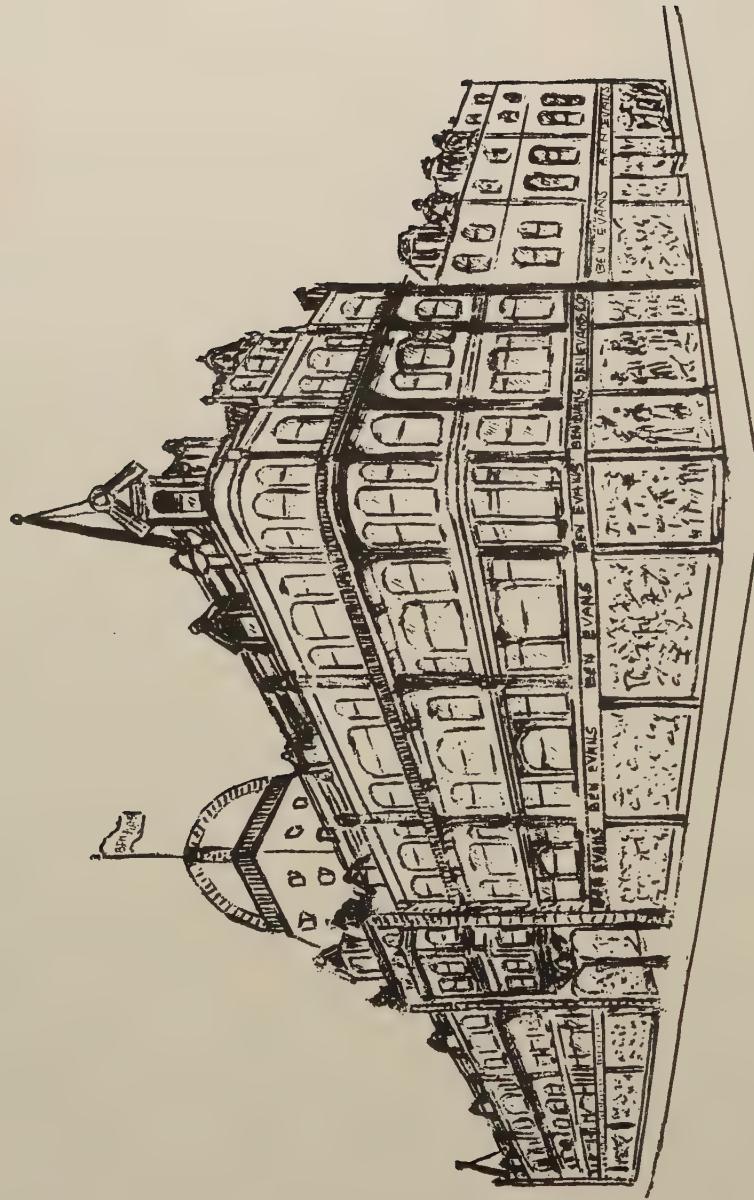
The area to the north east of the Swansea boundary, like most other areas surrounding the town, was agricultural until the advent of industrial development. Fforestfach, as its name implies, was partly forest, and like the woodlands of the slopes of Mount Pleasant, was a natural source of timber for the house building that took place after the coming of industry. Brynffryddio, or as we now spell it: Brynhyfryd, is Welsh for 'hill stream source', and it was here that Bartais Brook began its journey to join the river Tawe. It was commonly called the "Nant", and on its way to the river passed under the Hafod bridge.

As the housing spread to Manselton and then on to Brynhyfryd, the Nant was culverted and diverted to supply water for the Cwmfelin Tinplate Works.

The roads leading to these outer districts were, in those days, mere hard tracks made by the farm vehicles conveying their produce to Swansea markets, and the developments, made necessary by the ever increasing population, added a further problem for the town's councillors. Once again came the problem of sewage disposal and water supplies, but the making of roads was not considered a priority, and many streets of houses in these districts were without metalled roads for nearly half a century, and it was not until the gas services were installed that these streets were metalled.

In the early years of the nineteenth century the religious life of Wales took a remarkable change. The Church of England, that had held sway for so long, began to lose its attraction for the people of Wales, and a great wave of Methodism swept through the country. The constant request for tithes demanded from the people to support a principle in which they had no faith, turned the people towards this new form of religion. Since the Restoration of the Church of England in the reign of Charles II, extortionate demands had been made by the church for rebuilding and restoring places of worship, and these, together with the road tolls, was as much responsible for the Rebecca Riots of 1830 as anything. The Calvinistic Methodist form of religion had been adopted by many since 1818, but lack of funds restricted its spread, and those who did worship under this creed did so in humble homes. This simple and easily understood form of Christianity began to attract more and more people as the years went by, and the period between 1830 and 1900 saw over one hundred Methodist churches built in Swansea. Many of these were Welsh churches where the service was conducted in the native language, but, as one might expect, the majority of these Methodist churches were English in character and the services were conducted in English. This is to be understood, as the population of the town was over eighty per-cent English speaking Welshmen, born and bred in Swansea, descendants of English immigrants, but whole-hearted Welsh; not being able to speak the language does not make these people any the less Welsh, and those extremists who decry the non-Welsh speakers, do them a great disservice. Such people should remember that there is no Welsh language as such; the language they speak is made up of many languages spoken by the early settlers of different races, some refugees, others immigrants; the true Celtic language died many thousands of years ago.

As we pass into the twentieth century the pattern of Swansea began to change. Motor cars began to appear on the streets,



Where the Castle Gardens is now situated, there once stood this magnificent building : Messrs. Ben Evans & Co. Ltd., General Store. Affectionately known as "Ben's", this store, with its own well-equipped café was the rendezvous of the wealthier residents of the town and district. The firm, started by Mr. Evan Evans in 1867 in a small shop in Temple Street, was taken over by his nephew, Mr. Ben Evans, in 1882. It prospered under his management and in 1887 he purchased, bit by bit, the site.

Castle Bailey Street was then a narrow continuation of Castle Street. In 1890 Mr. Ben Evans commenced building his new store and in 1895 it was opened by the then Mayor of the town, Mr. H. A. Chapman. This beautiful building was completely destroyed in the Blitz in 1941.

a few of the sons of the more wealthy local families vied with each other for the smartest turnouts, and would rumble up and down the Mumbles Road to the annoyance of the horsedrawn brake drivers as their horses showed signs of fright. Soon, the business houses of the town came out with their motor driven delivery vans, and as the years slowly passed on, we noticed the passing of the elegant equestrian turnouts, and in their place, the just as elegant landauettes puffed along our streets, each carrying it's master to his office, or it's master's wife and daughters, with flounces flowing descend at Ben Evans's new stores on a shopping spree. I remember well the first Ben Evans Albion delivery van which chugged it's way through the streets to deliver the purchases of the shop's customers. I remember, too, the "Lacres" and the "Albions" of James Jones and Son, Wholesale Provision Merchants, of Goat Street. These were the first of the motor transport to come to the town.

Then came the aeroplane, more wonderful than anything, and one of the first local men to possess one was Mr. Fletcher, of motor fame, and how we used to watch his attempts to get off the Swansea sands and into the air. It was all exciting, it was new, and it jerked us all out of our leisurely pursuits. We were passing from the old to the new. Then came the Bioscope — moving pictures. William Couts, once page-boy at the Theatre Royal, and later to become manager of the Star Theatre in Wind Street, leased the Old Shaftesbury Hall in St. Helen's Road and brought us moving pictures with American actors. Two of these I remember well ; Lotty Briscoe and Arthur Johnson, who gave us drama and romance in turns, also The Pathe Gazette, with news in pictures. Soon the Shaftesbury became too small to accommodate all who wanted to see this new and wonderful entertainment. Mr. Couts then took over the lease of the local Albert Hall, and Pools Myriorama and Doctor Brodie, regular Christmas entertainers at the Albert Hall, had to give way to this new form of entertainment. William Couts later took over the Star Theatre and ran

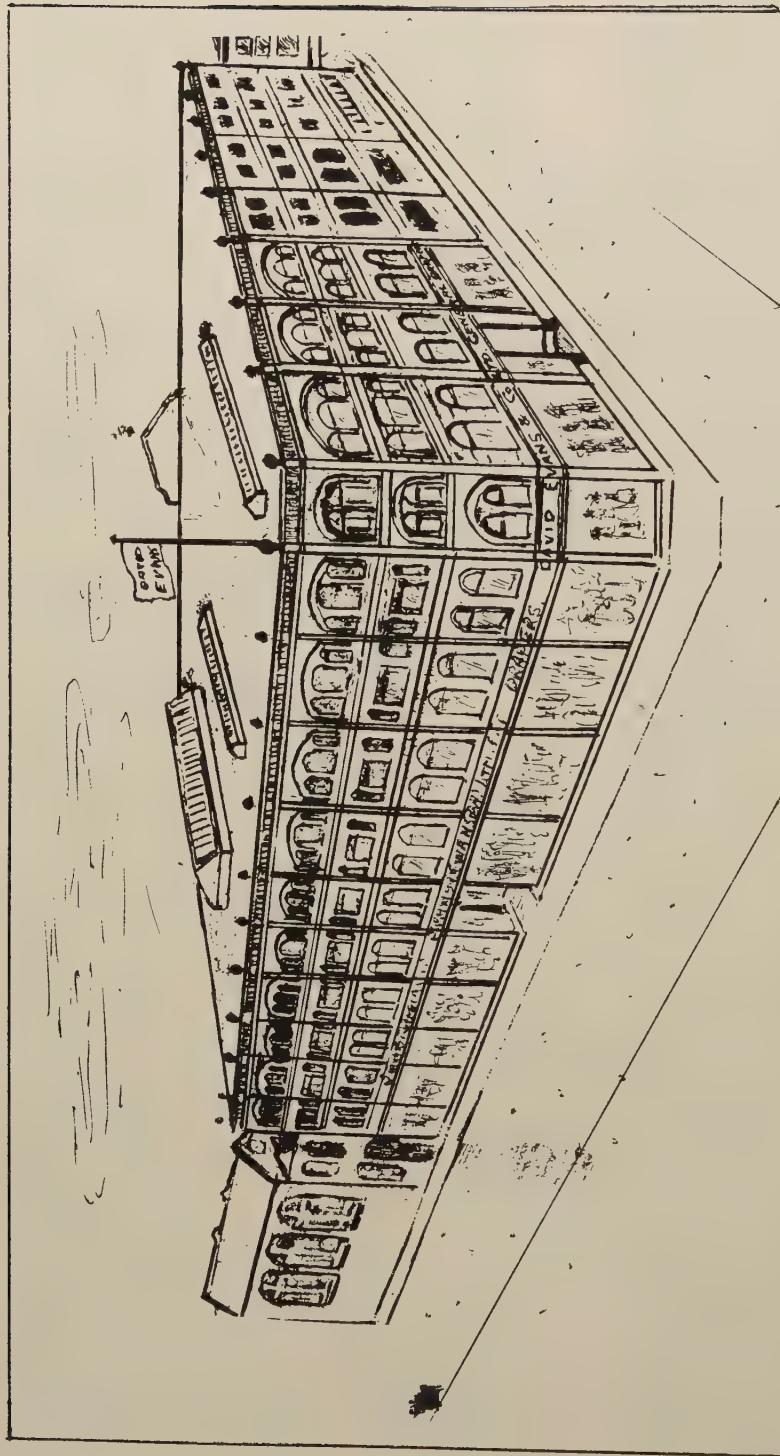
the three for the showing of moving pictures.

The Grand Theatre and the Empire were built in the early part of the twentieth century. The Grand Theatre replaced the old Theatre Royal, which was pulled down to make way for David Evans' new store. It's interior was a copy of the London Gaiety Theatre. In the early days of it's life, many of the famous actors of that time came to play parts in this theatre, Sarah Siddons, Sarah Gibbons and Henry Irvin all came to play their parts at the Grand. The Empire was a Variety Theatre, and almost every star performer of the day came to entertain the large audience that twice nightly filled this theatre.

These times were gay and leisurely, summer and winter was filled with pleasant occupations, whichever way you wished to occupy your spare time, there was something to suit your desire.

For the sport loving residents of Swansea there was a variety of outdoor and indoor activities for their leisure enjoyment. The Swansea Rugby Football Club and Cricket Club had been in existence for many years, and was one of the main clubs in the South Wales sporting world, producing some outstanding players in both codes. Few today will remember the names Dick Jones and Dickie Owen, the Bancrofts, Billie Trew, Dr. Teddy Morgan, George Hayward, Jerry Gordon and Harold Richardson, and not forgetting the Reverend Alban Davies. These, and many more, brought fame to the rugby world of Swansea. In cricket, too, the Bancrofts brought much pleasure, along with Harry Creber in the days before Glamorgan was a member of the County Cricket Association.

The Association Football game had many small clubs in the town area, but it was not until 1910 that League football came to Swansea. The club was formed out of the old Swansea United club, an amateur club who, after clearing refuse from the Vetch Field, laid out a pitch with the aid of a steam roller, and played their matches there. My father was a member of that team when a young man, and was one of the local men who first formed the Swansea Town club. They



David Evans store before the blitz. 1900.
Situated on the corner of Temple Street and Goat Street, this extensive building grew from small beginnings and opened in a small shop in Goat Street by David Evans, then 24 years old, in 1874.

applied for admission to the Southern League, and in 1910, after a few applications, they were admitted. They gained admission to the Third Division of the Football League in 1912.

Bowls became popular in the town when the Corporation decided to lay out bowling greens in most of the parks, and tennis courts were laid out at the same time. This was in 1918, at the end of the first World War, although it had been decided before the war to provide facilities for these two outdoor sports.

The Swansea Baths and Laundry Co. built their laundry and two swimming baths in 1895. The bath section consisted of slipper and Turkish baths as well as the first and second class pools. I remember well as a boy going off to the baths on Saturday with my twopence entrance fee. Under the watchful eye of Mr. Plumb and many others, I learned to swim. The Plumb family were associated with the bath for many years, and Percy Plumb and also Daisy Chapman, daughter of Mr. H. A. Chapman the photographer, and Mayor of the town in 1899, brought many swimming trophies to the town.

In those days before the first World War Swansea lacked nothing in leisure entertainment, and with its magnificent beaches offered something for everyone. Life was good and gay. But the cloud of war was rising in the distance, and in 1914 war came.

Stories of this terrible war have been told and told again, and when any mention of it is made today people shrug their shoulders and say, "Oh, that war", and we who were in that war say nothing, and turn away and in our thoughts say, "Well, why should they remember it?"

The first World War is now looked upon as past history; like the battles of Trafalgar or Waterloo, but as a result of that war the whole face of Great Britain changed. We emerged from that war victorious, but broken, impoverished and dispirited. The terrible slaughter of human life left almost every home in mourning for a son, husband or father. We put on a bright face for the victory march, but

underneath in our hearts a pang of despair rested. Only those who were untouched by the ravages of the war had any wish for the gaiety we once enjoyed. There was much to be done, but no one seemed inclined to do it. The national coffers were empty, but the pockets of many engaged on the production of war equipment were full. Most of our factories were geared to war production, and few were ready to change back to the needs of peace. So it remained for some considerable time "Your jobs will be waiting when you come back" we were told, but that was four years ago and many of us didn't want our jobs back. We had changed, we had lost our youth, all of it, we were men now and we wanted a man's job, but the fact was, we knew nothing except how to load a gun or dig a trench. For a good many, despair set in, disillusionment brought discontent and depression, and it took time to readjust to the realities of the life we were called upon to face; it was like starting life all over again. It was not only in Great Britain, this depression was world-wide. The pull back to some sort of progress was slow and thwarted with many obstacles; strikes, unemployment and disputes of many kinds mainly due to the lack of desire on the part of most people who had fought and endured four years for the better world that never came.

There was a great need for more homes; no house building had been carried out during the four years duration of the war, and the building trades were in need of tradesmen to tackle this enormous job. It was then that the Townhill Corporation-financed housing estate was started. From Mrs. Honey's farm at Cocket to Dodson's farm at Mayhill and down the north slopes towards Cwmbwrla, the land was laid out with roads, sewers, lighting, gas and every amenity for thousands of houses, and when this estate was complete it housed thousands of families with every amenity one could wish for—a Cinema, Churches, Community Centre, Playing Fields and a Park. These houses were well built and contained every modern convenience, and were let at a rent which was well within the reach of

any artizan worker's pocket. At the same time homes were being built for those who wished to, and were able to buy ; Cwmgwyn, Cocket, Derwen Fawr and West Cross were all built, or partly built at this time.

In the town itself we saw changes as well ; some of the old property was being pulled down to make way for modern shops, and the once fashionable Melbourne Place became the site of the new super cinema—The Plaza. In Wind Street old buildings were replaced by new glittering Bank Buildings. Yet, our ugly, lovely town, as Dylan Thomas preferred to call it, did not alter to any great extent ; all the old shops were there, but they were, or seemed to be, dressed in a new suit, new types of lighting, new attempts at display. We seemed to have emerged from the war period with a wish to be progressive, but we didn't seem to know how to go about it. This seemed to me, at that time, to be the pattern of our lives ; a restrained ambition, and so it went on for the first decade after the war. This discontent was also very evident on the Continent. We had seen the Marxist way of life sweep through Russia. We had also seen Mussolini's black-shirted armies grab both Abyssinia and North Africa, and now the voice of Adolf Hitler was sounding it's threatening demands in Germany. The League of Nations, founded with such hope for a peaceful future, was falling apart. We at home, in our faith and belief in the League of Nations, had demobilised ; we had counted on all other nations doing the same, but it wasn't to be, yet we went on building for peace and not for war, and by 1937 Great Britain was beginning to reach its former prosperity. Great statesmen like Winston Churchill warned us that Germany was preparing for war. Weak statesmen refused to listen to him, and when war came in 1939, England was unprepared. France was invaded, and we sent what forces we had to help her, but the might of Hitler's army was too great, and France fell. The might of Germany went on towards Paris, and this gave us time to retreat to Dunkirk and from there the story has been well told, the little ships, the Navy and merchant ships,

by a miracle, brought back three hundred thousand of our men, but no equipment. We were alone and we waited and worked to meet the German invasion of England, but it never came, and we were given a breathing space to re-equip and build up our strength.

Hitler thought he could batter Britain into submission by an intensive bombardment from the air on London and sent over his large bombers to accomplish this first part of his optimistic strategy. But he did not count on the courage of the Royal Air Force fighter pilots. After losing the greater part of his bomber fleet, he gave up the idea of sending mass formations of bombers and instead made smaller raids on important towns and cities. It was in this phase that our town came under attack, but somebody must have blundered, because instead of bombing the industrial area and docks, he bombed the town centre. If, however, he did this intentionally, hoping that by so doing he would break the spirit of the Swansea people, he would have made yet another mistake. Each morning, after a night of devastation, the Swansea people came out of their shelters and struggled over rubble and smouldering ruins to their places of business. Some would find nothing but a stack of broken masonry —all that was left of their office or shop, many would search among the wreckage hoping to save the tools of their trade : a typewriter, the account books, any stock worth recovering, to take to another place in which to carry on. Many lives were lost : over four hundred was the figure given, and many more were injured. But Swansea did not die, and out of the ashes, like a Phoenix, arose a new town, and one we are all very proud of. There are still many vacant sites to be filled before the scars of war have been replaced.

I think that we should give credit to the post-war councillors who, irrespective of their political opinions, have given good service and direction in the rebuilding programme. Also to the paid officers of the council who have helped and advised them.

Swansea is now a city, the decision

to make it so was long overdue, it is a progressive city, and to those who have been born in it since that last destructive war, I say ; " Be proud of it also, and work

for its good, do not let your actions bring it into disrepute, and try to emulate the efforts of your ancestors who made it what it is ".

PERSONALITIES

MANY illustrious personalities have been born, or have resided, in the area known as the Manor of Swansea and Gower. It would not be possible to record everyone who has contributed to the history of the area in this book, but it is right to mention some of the outstanding ones. Before the coming of the Normans, men of renown had connections with the area and the town ; men like Cradoc, Jestyn, Rhys ap Thomas, Hywell and Llewellyn, but their connections were, for the most part military, and their residence had been short, almost to call it a passage through. One who came to stay in those early days, and from whom a series of well-known families have descended was David Gam. His real name was David Llewellyn because he was the son of Llewellyn, the son of Hywell.

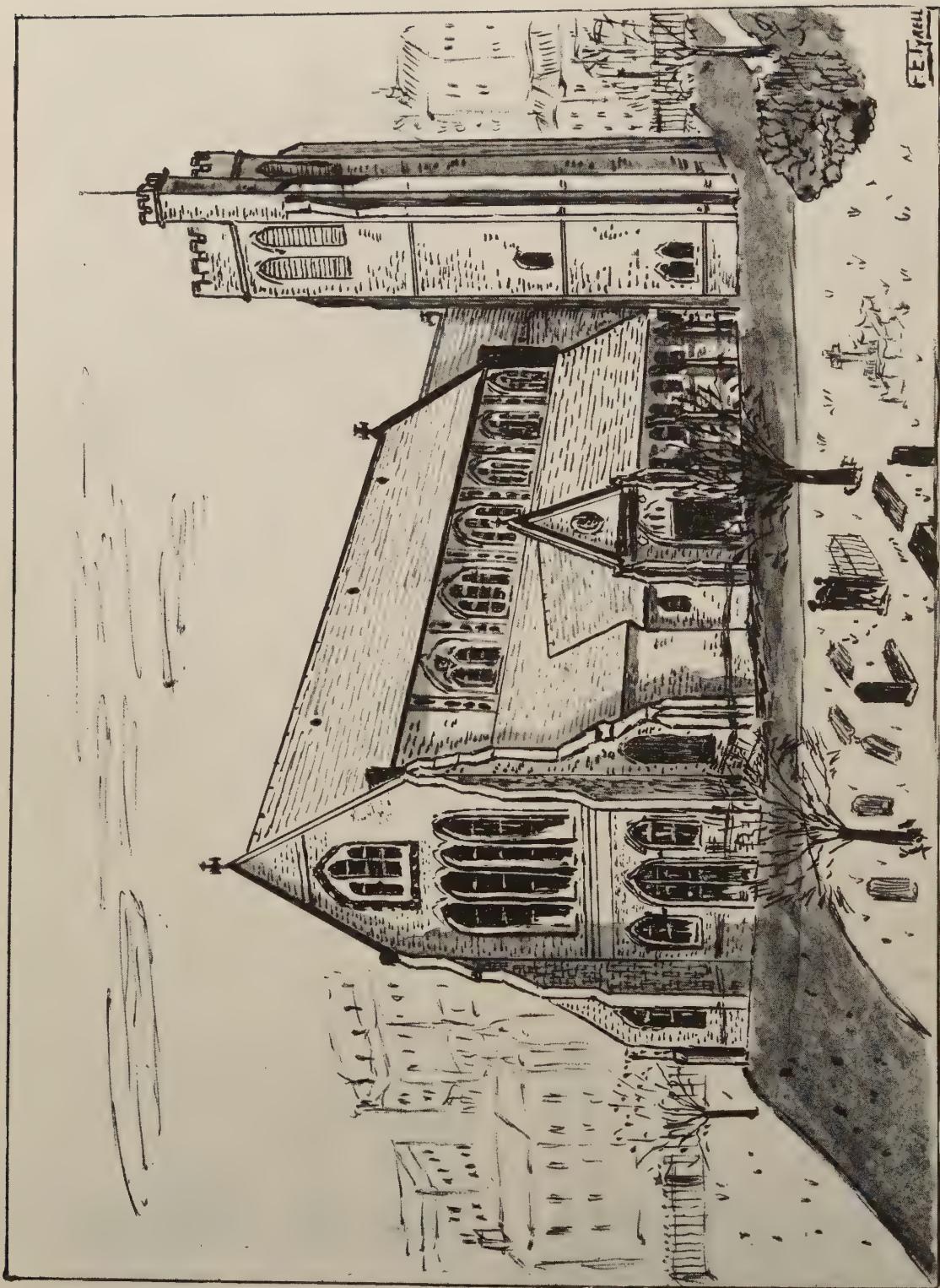
Why David Llewellyn adopted the name of Gam no one seems to know, but that name remained with the families that followed his marriage to Eleanor Rhys. His son, Margan Gam, was never known by the name of Llewellyn, and his daughter, Gwladws, was married in the name of Gam to William ap Thomas. She was married twice ; the second marriage to William Herbert was performed at Pembroke Castle, their son, also named William, was the first Earl of Pembroke. He was, therefore, uncle to Margaret Gam of whom I have written earlier. From this family and the family of Margaret Gam, the Taubervilles, has descended a succession of renown families in this area.

When the Normans came, first as an army and later to be joined by a succession of ladies and then architects, technicians and engineers, they introduced a new set of gentry into Gower and it was only to be expected that these would

inter-marry with the local population. This happened right through from officer to the lowest ranks, and many of the earliest marriages that resulted from this influx of Norman soldiery was the Langtons. Pierre de Langton was a nobleman officer in the Norman invasion of Gower. It was his duty after the Norman victory to round up slaves and prisoners, men and women, to work for the benefit of the conquerors. The round-up was indiscriminate and men and women of all social ranks were herded together and forced to do all the unpleasant jobs for their masters. One of these was Nan Rhys Thomas, the eighteen year old daughter of Rhys Thomas who had been killed fighting for Jestyn's force. She protested at the duties she was asked to perform until, struggling and dishevelled, she was brought before Pierre de Langton. He was delighted by her spirit as she struggled and protested to him and he ordered that she be sent as ladies maid to one of the newly arrived Norman womenfolk. After she washed, and dressed in more suitable clothing, Langton was struck by her beauty and freshness, and fell in love with her. Their courtship was bound to be clandestine, as Norman rules forbade marriage between Normans and locals. This rule was later rescinded as I explained in the case of Margaret Gam, and Pierre de Langton and Nan Rhys Thomas were married in Llangennech Church. They had two sons and on through the years many De Langtons resided in Gower. No doubt there were many more such marriages that have never been recorded.

Lady Adaline Beauchamp, daughter of a Norman officer stationed at Oystermouth

Note. Rhys ap Thomas was aide to Jestyn.



St. Mary's Church, Rebuilt 1896. Blitzed 1941. Rebuilt 1958.

Castle, eloped with her father's coachman and all attempts to trace them failed. No doubt they were married under assumed names, and no doubt either, that they were very much in love with each other. Nearly thirty years later, when her father died, she returned to Swansea to claim her share under her father's will. He must have forgiven her, because he stipulated in his will that she was to receive one quarter of his possessions if she was still alive.

Marie de la Mere was not so lucky, she openly married a farmer's son. Her father was also a Norman officer of high rank, and they lived in the Penmaen area. She was sent to prison in Windsor Castle, while her farmer husband was imprisoned in Swansea Castle Jail. Her brother helped her husband to escape but poor Marie died of a broken heart at Windsor.

The Gower area was so well fortified ; the land was split up into many areas, each had a squire responsible to the Lord of the Manor. As the years went by, the families of these squires multiplied at a fast rate ; too fast for each descendant to be allotted a living in the Norman system, inter-marriages were common and it was usual for a daughter's father to give a bounty to her husband when they married. The bounty would usually take the form of a parcel of land. The Herberts had more sons than daughters and the Herbert family became possessed with a large slice of the Gower area. Many of the smaller owners found it difficult to maintain their position and a number were forced to work their own land to make a living. Finding this difficult, they would sell out, the most likely person to buy would be a Herbert. Many of these small holders left the area, some went to other parts of Wales, some to London and some to Swansea. The Rice family came to Swansea as well as the Dawsons, the Rhoose, the Lemans and the Hicky families, and engaged in trade, finding this a more profitable existence.

The fraternisation of the rank and file soldiers of the Norman armies brought into the world many children who were without any name save that of the mother as a result of which many of these children

suffered terrible hardship until they were old enough to fend for themselves. The better-off mothers of these unfortunate little ones would farm them out to foster parents, few of which took these children because of a love or a compassion for the children, it was for the money they received and many of the children were carelessly treated. One instance recorded: A woman and her spouse were found to have twelve children in their filthy home, dirty and ill-fed. They were imprisoned and the children put into the care of the Sisters of Mercy Home at Llangenneth Bishops Palace. Joan de St Vallery, the Matron of this Home, gave her name to many of the children she mothered at Cennedd, and when these children were old enough to leave the home to fend for themselves, and if they were nameless, they were tagged Joan's, and went through life by that name—Jones. If the father was known, it would be William's Harry's, or the mother's name, Loui's.

During the reign of Henry VIII, more changes took place in the Swansea area. The break away from the Church of Rome was not accepted by everyone. While the religion was predominantly Catholic, it became the Catholic Church of England, many of the clergy, who were descended from the Normans did not approve of the change and went in defiance of the new church laws. Many were deprived of their living and many were imprisoned and even beheaded for their defiance.

Among the Swansea personalities who were deprived of their living was the Rev. William Thomas, a Master of Arts at Oxford, who was vicar of St. Mary's Church. Another was Rev. Hugh Gore, vicar of Oxwich. William Thomas went into hiding to escape punishment, but returned to Swansea on the death of King Henry VIII, and opened a school to make his living. Hugh Gore went to Ireland and there he was created a Bishop. He also returned to Swansea and was the founder of the famous Bishop Gore School.

Henry de Gower was, as his name suggests, descended from a Gower family who came over with the Normans. The only record of his parents is that he was



OBVERSE

HALFPENNY — 1666.



REVERSE



OBVERSE

FARTHING — 1666.



REVERSE

ONE PENNY — 1811.

Rose Copper Company.



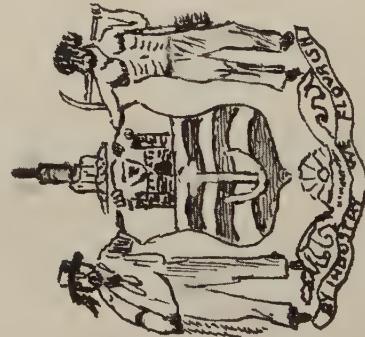
OBVERSE

REVERSE

Isaac After.
Mathew Davies.

Early Swansea Money Tokens.

Some Swansea Arms.



Col. George Grant Francis.

Swansea Harbour Trust.

left in the charge of a maid servant. His father had been killed in a battle and his mother had died at his birth. The maid took him to the monks at Cenneth who, being unable to look after him, took him to the Home of the Sisters of St. Mary at Garth. There he was brought up and educated until he was fourteen, when he was sent into the care of Father Lessep at St. Mary's Chapel in London. He entered the church as a curate and was eventually created Bishop of St. David's. He had a great interest in the town of Swansea, and it was he who built what is now known as Swansea Castle. It is, in fact, The Bishop's Palace.

It was Bishop Henry Gower who was responsible for the first hospital built in Swansea which was situated near where the Cross Keys Hotel now stands. Money was provided by Eleanor de Breos, the last of the De Breos family in Swansea, who later married and became Lady Eleanor Mowbray. She was buried in St. Mary's Church in 1360.

Passing on to the Cromwellian era, the name that stands out most is that of Phillip Jones. Born in Llangyfelach, the son of a farmer, he educated himself, fought with General Horton at the battle of St. Fagan's against the Royalists and was promoted to the rank of Colonel for his bravery. He was later made Governor of Swansea by Oliver Cromwell. He married Eleanor Price of Gellihir, the sister of John Price, another famous soldier of Cromwell's army. Philip Jones became master of the King's Household, and it was he who made the arrangements for the Protector's funeral. John Price became a captain in the Household Cavalry.

Peter de la Mere was the descendant of a seafaring family. The earliest of the family to come to Wales was a captain on one of the Norman ships which took part in the landing with William of Normandy. His ship, it is said, came to Swansea for repairs and traded to and from France for many years after the Norman conquest. He eventually brought his family here and they lived at "Ches Nous" in what is now Worcester Place. Peter de la Mere was a midshipman in the

English Navy and fought against the Spanish Armada. In his later years he was a great churchman and did much for the poor of the town.

About 1380, the Haynes family came to Swansea from London and opened the first Bank in the town. John Haynes brought to Swansea the first system of promissory notes. His bank was near the bottom of High Street. It is said; "His vaults were dug deep and his doors stout with iron bars". One could deposit one's money in return for a promise to repay on a certain date, and a note was given for the amount deposited. Robbery was prevalent in those days and the town people were glad to know their money was in safe keeping. The Haynes family remained in the banking business in Swansea right up until the nineteenth century. Many Swansea coins can be seen in the local museums and most of these coins were issued by Haynes' Bank. Some, too, were issued by private business firms, two of which were The Rose Copper Co. and Isaac After and Mathew Davies. These coins were accepted by Haynes' Bank, who recovered the amount from the firms who had issued them.

Swansea was the first town in Wales to have a printing press on the lines of the one used by Caxton in London. A consortium of religious dignitaries joined together to purchase the necessary equipment. One Ebenizar Davies, a wood craftsman, was engaged to carve the necessary letters. The machine was set up in High Street where Davies and his apprentices worked long hours to perfect the machine. Ebenizar Davies was not satisfied with the crude wooden letters and decided to work in lead. He first engraved the letters in iron blocks and then filled the indentation with molten lead. He found this too soft and by experimenting with various metals found that lead mixed with tin made a letter hard enough to last. He made letters like the ones we now see on a typewriter. His letters were crude, but he had mastered the idea. The machine was used mostly for printing religious literature, but eventually, with improvements, printed a

variety of printed matter. Generations of that same Davies family worked in the printing trade right up to the twentieth century. The South Wales Daily Post—now amalgamated with the Cambrian Daily Leader who publish the South Wales Evening Post—was printed by descendants of this family. The discovery by Ebenizar Davies in 1480 that tin and lead when mixed in certain proportions made a hard metal adhesive, resulted in the manufacture of solder as we know it today.

Andrew Dawkins, the first of the Dawkins family to come to Swansea came to work the limestone quarries at Rhos-silly. He came from Cornwall. He leased a part of the coast and shipped limestone to various parts of the country. He built a large house near the home of the Langtons at Hentlas. Over the years these families grew to know each other; the children played together and it was not surprising that marriages would result. A love match between Marie de Langton and Edmond Dawkins resulted in these two families being united in 1324. From this union a succession of Dawkins emerged, they lived at Scurridge House and it was there that Jacob Dawkins was born. He had two sons, Richard and Rowland. On the death of his father, Rowland went to live at Kilvrough Manor and Richard lived at Llangrove House. The family had amassed a fairly large fortune which passed from generation to generation and had many interests in local industries.

In 1830 Sir William Robert Grove went to live at Llangrove House. He was born in Swansea in 1811 and attended Bishop Gore's School in Goat Street. He went to London and studied as a barrister but gave up this profession to study electricity. It was at Langrove House that he experimented on voltaic cells. In 1839 he invented the Grove Voltic Battery. He returned to London to take up a post as professor at the London Scientific Institution, where he spent seven years before returning to his profession as a barrister, becoming a judge of common pleas. He was knighted in 1871 and in 1890 he was

appointed a judge of the High Court. He died in 1896.

Born in 1751, William Dillwyn was a member of a Quaker family. Before the reformation the Dillwyn family lived in the northern part of Gower which at that time embodied a part of Brecon and it was in this area that the Dillwyn's lived. At the time of the Reformation, the Dillwyn family were compelled to leave Wales because of their religious beliefs and went to America on the "Mayflower" with William Penn. For many generations they resided in the state of Pennsylvania. William Dillwyn returned to England in 1774 when he was twenty-three years of age and went to live in Ipswich. There he met and married Sarah Weston and in 1777 a son was born; Lewis Weston Dillwyn. When Lewis was twenty three he came to Swansea. He had always been interested in pottery and on hearing that a pottery company was for sale at Swansea, he begged his father to allow him to go and bid for it. After much persuasion, his father agreed. He came, and was successful in purchasing the Cambrian Pottery. In 1807, at the age of thirty, he married Mary, daughter of John Llewellyn of Penllergaer. The story of Lewis and Mary's work in the pottery is given in another chapter dealing with Swansea china.

John Dillwyn Llewellyn was the son of Lewis Weston Dillwyn and Mary Llewellyn. He was born in 1810, was educated at Oxford and became a Fellow of the Royal Society for his considerable scientific achievements. In 1835 he was High Sheriff of Glamorgan. He was a friend of Sir Charles Wheatstone, inventor of the Wheatstone Resistance Bridge and many other electrical devices. They worked together on Electrical resistances at the Mumbles.

Henry Fox Talbot was the son of John D. Fox, an industrialist of Morriston, and Roseilli Hickey, who was a descendant of the Mansel-Talbot families. Henry Fox Talbot was brought up by his aunt, Lady Mary Talbot, at Penrice Castle. His main interest was photography and his research into photographic rays resulted in many contributions to modern photo-

graphy which were recognised by the Royal Society and for which he was made a member in 1839 when he was twenty-two. He married Emma Thomasina Talbot, the daughter of Thomas Mansel-Talbot of Penrice and went to live at Penllergaer. He died in 1882.

A very remarkable person, Beau Nash was born in Swansea. His family lived in a house on the corner of Goat Street and College Street. Up until the time when the town was blitzed, this house carried the name of Beau Nash House. His parents were well-to-do people and he was sent to Jesus College Oxford to be educated and later entered the Middle Temple and studied for the Bar. He left college in 1719 and returned to Swansea to take up a post in the legal profession. He was then twenty-six years of age. As his name suggests, he became a man of fashion. Finding little to suit his foppish mode of life in his home town, he went to Bath, where he joined in the gay society of that city. He dissipated the fortune left him by his parents and died in poverty at the age of sixty-eight in 1761.

William the Conqueror kept a record of all his commanders and officers in what we know now as the Doomsday Book. It is now in the British Museum. In that book can be found the names of all his officers' marriages, their children, the artizans, architects, builders and anyone who came over from France to help him in the reconstruction of his conquered land. The name Captain Bernard Mansel with the suffix Hamon of Morgany, suggests that this officer was a member of the contingent commanded by Hamon, which was to attack Glamorgan. Fitzhamon, finding his conquest of east Glamorgan over, sent a contingent to help Henry Beaumont after his great losses on Garn Goch. It is probable that Bernard Mansel was one of these because he crops up again in the sequestration of Gower. A Mansel married a descendant of the Taubervilles, who descended from Margaret Gam, so it is right to assume that the Mansel family who lived in Gower were descended from a Norman soldier. In later year we find also a Sir Thomas Mansel at Margam Abbey, who was

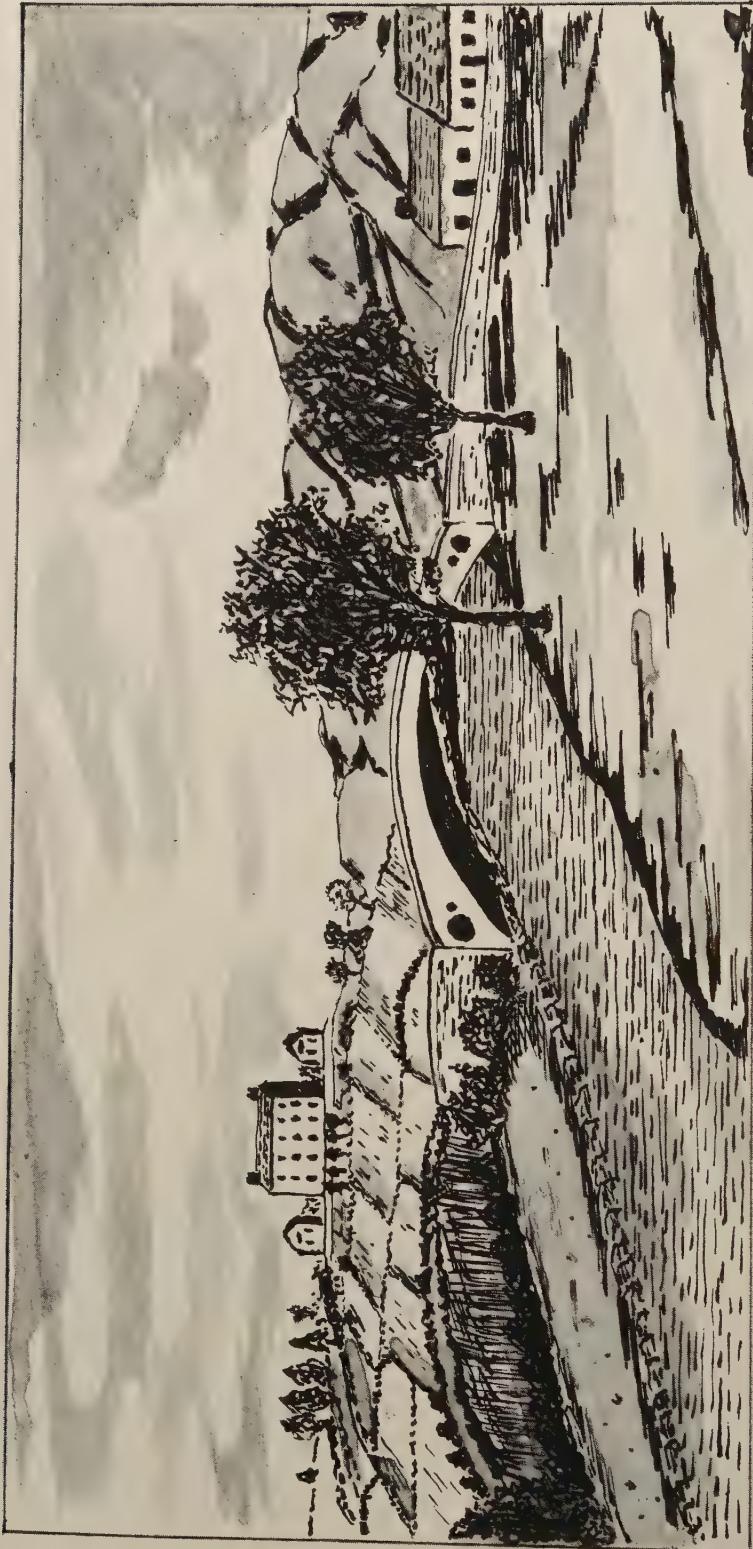
married to daughter of Sir Edward Stradling of Coity.

Sir Rice Mansel was born at Penrice Castle in 1515. He was Sheriff of Glamorgan in 1541 and again in 1553. He inherited Margam Abbey on the death of his uncle and went there to live. He amassed a great deal of wealth by levies from his many holdings in Glamorgan and Gower. He died in 1589.

Sir Robert Mansel was a grandson of Sir Rice Mansel and was born at Penrice Castle in 1573. He joined the navy and was a midshipman in the seige of Cadiz. He distinguished himself in the Spanish wars and received a knighthood at the hand of Queen Elizabeth I. He was an escort of Sir Walter Raleigh from London to Raleigh's trial at Winchester. On his retirement from the Navy he experimented with gas for glass making and invented the jet burner for speedy glass blowing which enabled the glass makers to make a very much thinner wine and drinking glass. In 1610 he was elected as Member of Parliament for Carmarthen and for Glamorgan in 1620. He died at Penrice Castle in 1656 at the age of 83. His son, Thomas Mansel, inherited his title and lived at Margam Abbey which he received as a dowry when he married Sir Edward Stradling's daughter. Margam Abbey was named after Margaret Gam and was built on the site of the former Margam Castle where the Taubervilles lived.

In the foregoing lines I have given you a glimpse of some of the landed gentry who have lived in the area of our town, but these are not the people who made Swansea prosperous. These people certainly benefitted from the town's prosperity by royalties and investment, from which their dwindling assets began to rise again.

The progress of any town depends on it's trade and coal brought trade to our town, it also brought many industries that depend on coal and, being a seaport with facilities for loading and off-loading ship's cargoes, it brought a brisk shipping trade. Who then were the men who were responsible for this progress? Were they Swansea men or were they immigrants who came to cash in on this great



Wychtree Bridge, Morriston and Clasemont House, 1710. Built by William Edwards.

advance ? The answer to that is ; " They were some of both ". A prosperous town always attracts immigrants and they came with cash and ideas. Local men were the pioneers and there were many who, in one way or another, helped towards the progress of Swansea. It is impossible, in this book, to name them all and the following are the most prominent of both locals and immigrants.

Robert Morris lived at Clasemont, Morriston, and was one of the pioneers of copper smelting in Swansea. In 1717, a certain Dr. Lane and his brother-in-law, Mr. Pollard started a copper works at Llangyfellach, but this venture was not a success through lack of money. Robert Morris bought these gentlemen out and by bringing into the company two of his friends, Mr. Lockwood and Mr. Edward Gibbons, re-equipped the works on lines similar to those at Sir Humphry Mackworth's works at Neath. The works prospered under this family and produced copper for over one hundred years.

Sir John Morris, the son of Robert Morris, expanded the family undertakings by adding collieries and tinplate manufacture. It was during the lifetime of Sir John Morris that the town of Morriston grew.

Sir Robert Morris, son of Sir John Morris, carried on the family tradition of industrialists, but during his lifetime a serious decline in local trade resulted in the family fortunes being greatly reduced. It was he who built Sketty Park House when Clasemont began to show defects due to its great age. He sold most of the family businesses and retired to his new home in Sketty Park.

Daniel Edwards was born at Llansamlet in 1835 and was the son of Ebenezer Edwards, a stonemason of that village. He spent his early years working with his father, who specialised in dressing Bath stone. Daniel designed many door and window lintels, side facings and plinths which were in great demand in the nineteenth century. He worked at this trade until he was in his early twenties, when he joined the staff of Robert Morris's Fforest works. He became interested in tinplate making

while there and when he was thirty-nine he set out on his own account and opened the Duffryn Works. He never forgot his early training in stone dressing and when Libanus Chapel (now Tabernacle), Morriston was being built, he offered his assistance in its erection and design. His work on that chapel can be seen today. He died in 1915. His son, W. H. Edwards, carried on the tinplate works after his father's death. In his later years, Daniel Edwards lived at Hendrefoilan.

Frank Ash Yeo was not a Swansea born man, he came to the town at a very early age to act as assistant to the manager of the Cory interests in the mid nineteenth century. When the Cory Company bought out the Graigola Fuel interests from William Warwick, Frank Ash Yeo was appointed manager. He became a director of Cory Brothers on the death of his father, and also a director of the subsidiary, The Graigola Fuel Works. He was mayor of Swansea in 1879, the year the Workingmen's Club was built in Alexandra Road, which he opened. He married Adiel Cory, the daughter of John Cory, who lived for a while at Sketty Park. He adopted the name of Cory-Yeo after his marriage, and went to live at Sketty Hall. Later he lived at Dan y Coed, West Cross. He died in 1920.

George Grant Francis was the son of a coach builder with an establishment opposite the Bush Hotel in High Street. He attended the grammar school in Goat Street until he was fourteen and then joined his father's business. At the age of twenty-six he married Sarah Richardson. George Grant Francis was born into an age of prosperity and progress in the town of Swansea (1814), and was possessed with the urge to help the town on. He interested himself in any project that he felt would improve Swansea. He became a member of the town council and fought hard to quicken the pace towards supplying the town with modern amenities : sewage, gas and electricity. He was a magistrate and dispensed justice with a charitable manner ; he punished where punishment was deserved, but where doubt existed, he tempered justice with consideration. On one occasion, a

poor woman was charged with stealing bread, but when she pleaded that she was a widow with two hungry children, he put his hand in his pocket and handed the woman five shillings and told her not to do it again. He told Dick Cade, a noted Swansea hard drinker, to drink more and die quicker, "I'm sick and tired of seeing you". He played a big part in the building of the Bishop Gore Grammar School on Mount Pleasant Hill. He was also one of the originators of the Swansea Physiological Society, which later became the Royal Institution of South Wales. He worked for the restoration of Oystermouth Castle, and was also responsible for erecting the fort on the Mumbles Head. He lived in Cae Bailey and also in Burrows House. He was Mayor of Swansea in 1854 and died in 1882.

Thomas Bowdler spent the last sixteen years of his life in Swansea. He was born at Bath in 1754, son of a clergyman of the Roman Catholic Church. Thomas Bowdler spent the early years of his working life as a sort of freelance reporter on foreign affairs. He travelled the continent of Europe in search of items of interest and sold them to the English newspapers. Sometimes he would put his pen to verse, and he wrote many good poems. He is best remembered for his "Family Shakespeare", in which he converted Shakespeare's works into a language of his own, thinking that by so doing he could make these works easy for the lesser educated people to understand. His language became known as 'Bowdlerism' and received comical references in the London newspapers. He wrote this work at Rhyddings House in Brynmill where he lived and where he died in 1825.

Alfred Bird was born in Swansea in 1789. He was what was then known as an apothecary, today we would call him a chemist. He kept an establishment in High Street, where he dispensed drugs and perfumes. He was experimenting one day with vanilla essence and corn flour, and at the end of the day he had produced a delicious confection which he called 'Custard'. He persuaded the Chef at the Mackworth Arms to add this as a sweet to his menu. After the chef had tasted it,

he agreed, and to his amazement, his diners went mad about it, "More, more," was the cry. Thus was started in Swansea a delicacy that is now sold all over the world, giving the Bird family much wealth.

Calvert Richard Jones was the son of the owner of the Swansea Rope Company who lived at Plas House in Temple Street. He was born in 1780 and attended school at Goat Street. He entered his father's business and following his father's death, he took control of the business. He did much to benefit the town of his birth while he held the post of Portreeve in 1820 and again in 1834. At that time he lived at Verandah House, Sketty. He gave work to many, picked his workmen and paid good wages. In return he received good service and the ropeworks prospered. As the shipping business increased and more modern methods of rope production came into being, bringing with it a better quality and cheaper product than he could produce with his out-of-date methods, he closed down and gave the land to the corporation for the erection of the new market in 1830. This area was known as the ropewalk, and the present market stands on the same site. He was responsible for many charitable gifts to the town's poor and many churches in the town benefitted from his generosity. His son was the Reverend R. C. Jones, an artist of great merit. In his latter years he lived at Heathfield. Calvert Terrace was named after him.

Thomas Richards, who lived at the top of West Cross Lane in a house then known as Môr Awel (Sea Breeze) because of its exposed position overlooking Swansea Bay. He was born at Morris-ton, the son of a builder, during the early Morris family era. He started the first brick kilns in the district and soon became one of the main suppliers of bricks for house building in the Swansea area. He became famous for the Yellow and White glazed types we see today on many of the older buildings in the town; lower Union Street and Dillwyn Street display some examples of this type of brick, but you will have to look above the shop windows to see them. Some of these buildings were built in the eighteenth century and

survived in spite of the blitz of 1941.

John Glasbrook was born in 1816 at Llangafach Farm in the house where Philip Jones was also born. The finding of coal on his farm started him on the road towards becoming an industrial magnate. He worked the coal slant with very much success and became one of the chief coal producing owners in the area. He vacated his farmhouse and went to live at Fforest House where he brought up five sons, Isaac, John, David, Sidney and Edward. John went into the timber business with his brother Sidney and imported timber to the town. Their yards were at the South Dock, where a disastrous fire in 1908 destroyed their entire stocks and wood-working machinery. David became a solicitor and lived at Brynmore House, Eaton Crescent until he died. Their father died in 1887 and the coal business was carried on by Isaac and Edward until it became unprofitable.

John Jones Jenkins, who later became Lord Glantawe, was one of the leading tinplate magnates of his day. Born in the 1820's, he was a descendant of Phillip Jones family by marriage. He was associated with E. Rice Daniel in the opening of the Beaufort and Cwmfelin tinplate works. He was knighted in 1882 and created a baron in 1884. He lived at The Grange, West Cross. His contribution to the progress and prosperity of Swansea was mainly industrial, he being interested in many projects for which the town was noted.

John Vivian was a Cornishman who came to the town from Truro to manage the research side of the copper industries owned by the Morris family in 1800. He had studied copper smelting in Germany and he saw many ways of improving production at the Fforest Works. He first opened his own works at Penclawdd, where, with his two sons, John H. Vivian and Richard Hussey Vivian, he experimented with some new ideas in copper manufacturing. In 1880 he built the famous Hafod works on land leased to his sons by the Earl of Jersey.

John Henry Vivian, son of the above John Vivian, was the one who was mostly responsible for the development of the

Hafod works. By providing for Swansea an enviable position as the copper centre of the world, he destroyed one of its most beautiful areas. The Hafod was always considered a place of natural beauty and of which much had been written in those days. John Henry Vivian was born in Truro in 1796 and in 1816 he married Sarah Jones and went to live at 'Marino', a house situated a little to the north of the present Singleton Abbey. There his first child, Henry Hussey, was born in 1818. He and Sarah had nine children in all, Sarah was only seventeen when he married her. Marino, although a very picturesque villa built in the shape of a hexagon, became too small for his large family, so he moved into Park Wern House. Sarah did not like Park Wern; she missed the fine view she had at Marino, so he decided to pull down Marino and build her a home of beauty on its site. He built Singleton Abbey in 1840 using, in its erection, stone from the dismantled Plas House in Temple Street. John Henry Vivian did much to help the progress of Swansea, he was respected by his employees, many of whom spent most of their lives in his employ. He built many small houses in the Hafod and Landore area to house his workpeople; when they wanted a social hall, he built one for them. He was a very religious man, and St. John's Church, which he visited often, benefitted from his generosity. He died in 1864 when he was seventy-eight.

Henry Hussey Vivian was the son of John Henry Vivian, he was born in 1818. Educated at Oxford, where he took a degree in Science, he returned to Swansea and interested himself in the family business. He was Member of Parliament for Glamorgan in 1857 and held this seat until 1885, in which year he was elected member for Swansea, which he held until 1893, when he was created first Lord Swansea. He died one year later.

Sir Charles Ruthin was an architect of great ability and designed many buildings in the town and area. He lived at Big Oak Tree House, Derwen Fawr. He was noted for his knowledge of Ecclesiology and was knighted for work he carried out in London and Salisbury. He retired to live

in Swansea, his native town, and interested himself in church maintenance. He held office as president of the Royal Institute of British Architects.

John S. Brown, a merchant with a large premises in Oxford Street during the nineteenth century, deserves mention here for his part in the electrification of so many premises in the town when the new electric power station was built on the Strand. He sent some of his workmen to London to learn the trade of electrical distribution. They were employed on Gamage's new building in Holborn. On their return to Swansea one of the first jobs they undertook was the wiring for lighting the Cameron Hotel in High Street. They also assisted in the work of installing the first electric lift in the town at the same hotel. They installed an array of arc lamps around the outside of Messrs. Ben Evans Store, and followed this with similar lights outside many local businesses. In later years they installed the lighting in the third Swansea Market. On the roof of John S. Brown's shop he placed a searchlight and I remember, as a boy, many years later how this was used to announce the winner of the parliamentary election ; green for Conservative and red for Liberal. As it sailed across the sky, everyone in town knew who had been elected.

Chauncely Townsend was another of Swansea's foremost metallurgists. It was he who, in 1767, started the Middle Bank Copper Company. He was also associated with Coster Percival and Co., who owned the White Rock Works. His daughter married John Smith, a large colliery owner in the Llansamlet area. Chauncely Townsend also bought a colliery in that area and these supplied his works with coal. On Townsend's death, these collieries and the copper works came into the possession of his daughter and eventually to her son, Chauncely H. Smith, it was he who built the Smith's canal which ran from Llansamlet to Landore and into the Hafod Works.

E. Rice Daniel was the owner of Cefn Gyfelach Colliery and when Sir John Jones Jenkins took over the Cwmfelin Tinplate Works, E. Rice Daniel joined with

him. The practice of pooling interests was often used as a means of cutting costs, and owners of works were always on the look out for coal suitable to their manufactures. It was thus that these two wealthy magnates decided to join forces. This was in 1883 and this partnership was successful until 1896 when Frank Treharne Thomas took over the Cwmfelin works.

William Hallam was also one of the early tinplate pioneers. In 1845 he started the Upper Forest Tinplate Co. and helped to make Morriston one of the foremost tinplate producers in the country.

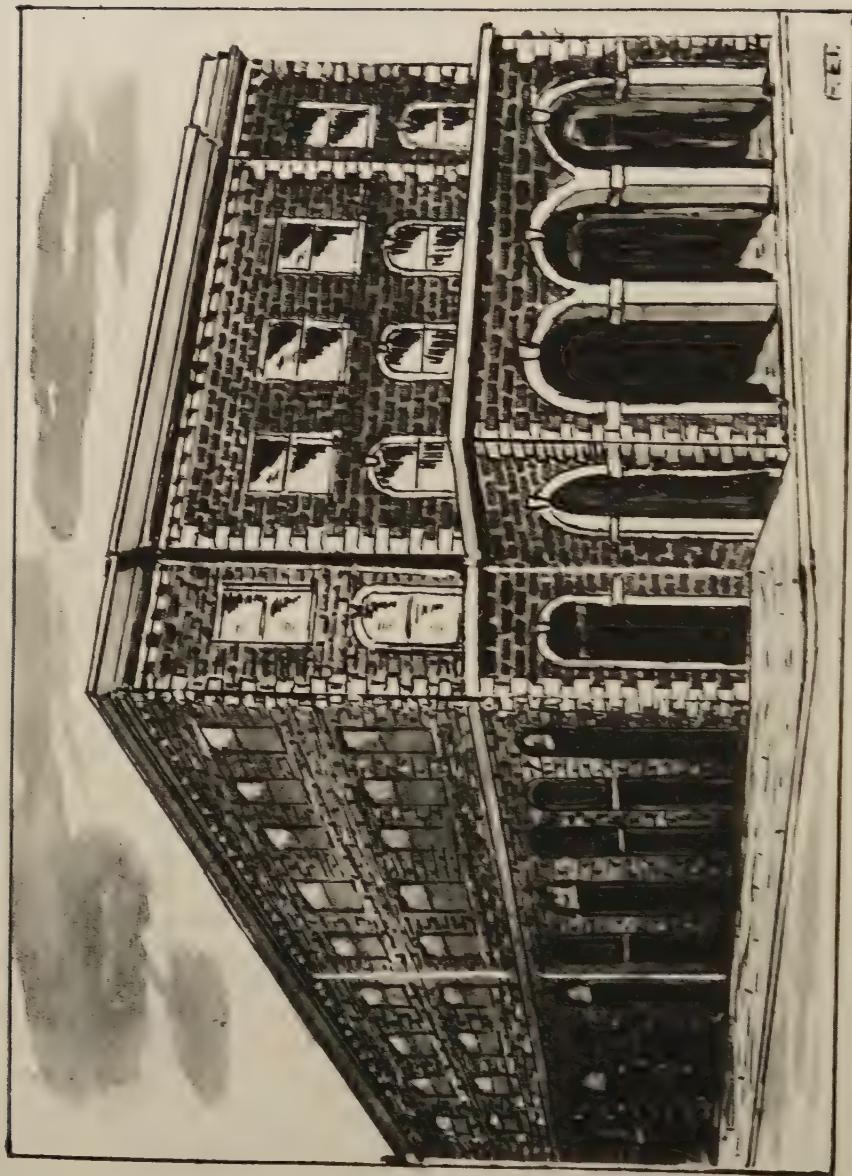
These and many others to a lesser degree, were the men who made Swansea, and raised its population from a mere 7,000 in 1800 to over 100,000 in 1900. Today when we talk of a population explosion as a gigantic operation in housing, road works, water, gas, electricity and a thousand and one other problems to be solved, employing thousands of men and much money, we may well turn back and take a look at the way our town councillors mastered this problem one hundred years ago. There was no government grants, no unemployed, no prepared plan, there were few architects and technicians, and an ever growing population. They came from all parts ; Ireland, Cornwall and Devon, North and Central Wales, few shops to cater for their needs and few houses in which they could live. The hotels and boarding houses were crammed full. Solicitors came, doctors came, merchants came, agents of every sort, all with one thought in mind : to join the rush for a profitable living. Credit must be given to the building firms who kept in line with the housing need, to the merchants who fed the hordes, to the corporation officials who planned and sought the leases and various permissions to plan the roads and sink the sewers and water mains. Houses went up like mushrooms, well-built houses in a style befitting the new town ; houses for the workers, houses for the professionals ; the doctors ; the master-men. Shops, Public houses and the churches too, they all went up together. With these immigrants came the children too,

schools were needed for them to be taught, and it all happened between 1861 and 1901, forty years to build a town for 100,000 people. We may not have been happy with a lot of what was not too pretty, but should look at places like Walter Road, Heathfield, St. Helens Road, St. George's Terrace, Bryn Road and Kensington Crescent. Those were the homes of the middle class population of that era, and off these roads the artisans homes were built; George Street, Nichol Street, Russell Street, all named after the councillors of the day. A thousand houses were built on the sandfields for the working classes, the ideal spot near sea and town, a place to relax after the sweat of the works and factory. As the town grew and the boundaries widened, up the hill the builders went; the Promenade, Cromwell Street, for the white-collar workers, Rhondda Street, Norfolk Street and part of Terrace Road for the artizans, and further west went the industrial bosses; Cwmdonkin Terrace, Terrace Road West, Rosehill, Brooklands Terrace, Oaklands Terrace, Woodlands Terrace. Can you imagine by their names, what the countryside around there was like in those days? When St. James's Church was built, it stood proudly in a beautiful garden, surrounded by mansions of equal beauty; Ffynone, Rhyd, Tower House and a dozen others, all the inevitable in such a prosperous town as Swansea was in the second half of the nineteenth century. Most of these homes stand today as a monument to the men who built them sound and ornate inside and out. The builders of those days were masters of their trade, firms like Thomas Watkins and Jenkins, Griffith Davies, Bennett Bros., John Walter, Thomas Humphries and the Gustavus Brothers. As the town continued to spread, Brynmill, Manselton, Uplands and Brynhyfryd soon began to fill with dwellings.

"The Good Old Days", that was the name given to the years between the mid-nineteenth and early twentieth centuries, no one need have been poor in those days, unless poverty was self-inflicted by selfish intemperance. Life was leisurely and gay and by modern standards,

although lacking in many of the soul consuming amenities, a far better world to live in than the one we have today.

The expansion of the town area brought with it a variety of different trades and shops, wholesale and retail, and here again the builders had a very difficult task to keep pace with the owners's requirements; their anxiety to open as quickly as possible put a great strain on their workmen and long hours were the order of the day. Much money was earned by tradesmen and this brought the need for amusements and leisure time amenities, breweries sprang up and every corner of every street was occupied by a tavern in the town shopping area. Concert halls were needed to hold big assembly meetings, entertainments, visiting show-pieces and amusements for the more temperate residents. The Albert Hall was built in 1850 and the Central Hall in 1864. The old Assembly Hall in Cambrian Place had, by this time, become far too small to satisfy the needs of the new population, so that it was converted into offices. A horse racecourse was also laid out at about that time at a position where the old Gas Works was situated on Oystermouth Road. The Theatre Royal, the candlelight masterpiece of earlier days, was brought up-to-date. It was situated in Temple Street where David Evans store entrance and carpet department display windows are now. The increase in the population of the town brought the Gower small-holders to the market with their produce, the cockle pickers of Penclawdd came too. The local Albert Hall was soon to become the centre of some of the most gay and picturesque occasions in the town; a life of gaiety had come with the new population and the dances that were held in this hall could compare in brilliance with any in the country. The children's festivals held in May each year offered entertainment enough to rouse the emotions of the most staid audience. Many, too, were the celebrity concerts held to enrich the mind of the fastidious and sometimes to bring tears to the eyes of the sentimental. When Madam Adelina Patti sang there, as she often did, to sit and listen to that beautiful human nightin-



Albert Hall, Swansea. 1860

gale could transport the soul of listener to a realm apart, and it would be left to Mr. Ben Davies to bring us back to earth with his reverberating tenor melodies. Yes, the Albert Hall faithfully filled the role for which it was built and today it stands, reduced perhaps in importance, but still projects shadowgraphs of past grandeur.

Before the advent of industrialisation, Swansea was advancing steadily towards being a seaside resort. Preparations had been, and still were being made to add amenities for the purpose of attracting visitors to the town to enjoy its pleasant seabathing and exhilarating atmosphere. Pleasant gardens had been laid out on the Burrows and elegant boarding houses had been built at Cambrian Place and Melbourne Place with more than ordinary comfort for those who came. The sandy shore dotted with neat bathing boxes on four wheels which could be run right into the water to allow the maidens of the day to bathe without a long walk in their, at that time, scant attire, were popular and well patronised. So inviting did the shore and its amenities appear that for some time it seemed this was how the town was destined to progress. But it was not to be and in spite of many meetings held in the Assembly Rooms in protest, industry won the day. The power was held by the landowners who saw a chance to reap a rich reward from leasing their lands to these industrialists and in many cases investing their wealth in these ventures with profitable results.

Sometimes today as we look back over the years and see the despoilment of the once beautiful countryside around us and the ups and downs of the town's fortunes, we may wonder if it would not have been better if the town had become a pleasure resort.

Stephen Lloyd and his wife, Martha, who had been among those who had spoken out against industrialisation in the Assembly Room meetings saw their hopes fading and sold out their boarding house in Cambrian Place to the industrialists and went west to Mumbles. They leased land at the lovely cove, Rotherslade, and built their boarding house there. They were

among the first to do so and this lonely but lovely spot, with only a rough road of approach, soon attracted more of the Swansea boarding house keepers and became a miniature resort which grew in popularity. Their descendants have been popular caterers for visitors ever since.

The Mumbles and Oystermouth villages replaced Swansea as a seaside resort, more beautiful perhaps in its natural setting, it became more of a playground for Swansea folk. The railway, laid down in 1804 for industrial purposes, gained a licence to carry passengers in 1810. This opened up the area which soon developed into a select holiday resort. It also became a residential area for the better-off families of the area. The first passenger coaches were of course, horse drawn and were totally inadequate to deal with the number of passengers who wished to visit this lovely area. It was not until 1856 that the first steam drawn train left Rutland Street for Oystermouth. Swansea was prosperous at that time and the trains were, at least in the summer time, packed to capacity on every journey and the Mumbles prospered along with the town.

We might say that Swansea's loss was Mumbles' gain, but can progress be held back? What would Swansea be like today had industry not come? It was pleasant then as the Reverend J. Evans wrote in his book, "A Tour through South Wales", in 1803: "Situated in a most charming bay on an angle between two hills on the north-western bank of the river Tawey, the town is defended from the chilly blasts and the south winds coming over an expanse of water renders the air mild, and the soil, for the most part, sand and gravel, the place must naturally be congenial to health". He went on to write: "The town is a Borough, the corporation consisting of a Portreeve, recorder, twelve aldermen, two chamberlains and an unlimited number of burgesses. It is well built and has an increasing population of over seven thousand people; and from the spaciousness of its streets, the appearance of its buildings, and the beauty of its situation, may be considered as the first town in South Wales". The reverend gentleman stayed in Swansea awhile

enjoying, as he says, the salubrious atmosphere of a thriving town and fashionable bathing resort.

The Reverend Richard Warner, previous to this, in 1798, in his book, "A Second Walk through Wales", also wrote very highly of the town and he stated: "Swansea being a fashionable bathing place, we judged it necessary to make as smart an appearance there as the situation of our wardrobes and the state of our finances would allow, having therfore brushed up at a small village about a mile from the town and hired a lad to carry our knapsacks, we boldly proceeded to the Mackworth Arms, the best Inn in the town". Richard Warner's stay in the town was even longer than that of the Rev. Evans and he gave in his book a more detailed description of his visit and was generous in his praise. He wrote well of Oystermouth and gave special mention to Caswell Bay. He said that the food did not impress him, he agreed that the hotels were well appointed but lacked the assistance of a good chef, but what a wondeful marine aspect. So you see, it was not a bad place to live in those days.

Swansea would probably not have grown from a small town of seven thousand as it was then, to the one hundred and seventy odd thousand it is now had it not been for its industry. Would that have mattered? It could probably have been a more Welsh town and by that I mean Welsh speaking, because less than ten per cent of Welsh-born residents speak the Welsh language. Swansea has, since the days of Hywell the Good, been English in character and through Norman times, Tudor times and Commonwealth years, has always spoken the same language as the English and benefitted from its connections with England. Another factor that has resulted in the continued use of the English language is the fact that so many immigrants from England and Ireland during the industrial revolution came to the town and settled. Their descendants were all Welsh born, but not Welsh speaking. Most of the South Wales industrial areas follow this pattern.

Of the smaller businesses in the town that contributed to its advance, one can

only record a small number, as this is not a directory of business names but merely a select few who stand out above the others. The name Parry and Rock will be remembered by older readers as the name of the Swansea tannery company on the Strand to which the hides from the slaughterhouse in Dyfatty Street were brought for treatment. It was a thriving industry and I, as a boy, remember well the little French sailing ships which berthed in the North Dock at the Tannery Quay to ship away the leather from this factory. I remember, too, the disastrous fire that destroyed the tannery in 1909 and which sent up billows of black, choking smoke which hung over the town. The tannery was never rebuilt as a tannery, the site was cleared and for some time was a storage place for electrical equipment during the electric lighting of the town streets.

The milling of flour on a commercial scale started in Swansea in the first decade of the nineteenth century. The mill was built on the river side, a little to the north of the old Guildhall, by Henry Bath. The milling of wheat for flour and oats for cattle were the business's largest output, but the manufacture of cattle-cake was also one of its products. These products were sold for the most part to local people and district farmers, quite a fair amount being shipped to Devon and Cornwall. The decline of this business came when the North Dock was built in 1852 and the large modern flour mills of Weaver and Company were built on the dockside. Grain was imported in large Clippers, the grain was extracted by modern grain discharging equipment in record time. The finished product were shipped away to all parts. A later chapter on Shipping deals with this subject in more detail. It also deals with other businesses connected with ships and shipping.

Cloth manufacture played no small part in Swansea's trade. In 1750, Swansea had several wool spinning factories and flannel-making looms in the town area. It was not often in those days that a woman's name was listed as a manufacturer, and Swansea may have been unique

in this respect. A certain Mrs. Hannah Davies was the proprietress of a cloth factory situated in what is now known as White Walls, but was then known as Rope Walk Lane and, in later years, Waterloo Street. She produced a very fine quality flannel and also woollen blankets. She used to spin by hand the wool thread and weaved it into cloth by a treadmill-operated loom. She also had a department for dyeing wool yarn and weaving it into colourful shawls. As the trade in textiles developed in Lancashire and Yorkshire, most of these small factories were unable to compete with modern weaving methods and the trade died out in the town.

With the development of the tinplate trade, when sheets were made more malleable, the demand for tin containers increased considerably. It was in 1740 that the Jerdigan family became interested in this product and opened the first canister works in South Wales. After early difficulties they eventually mastered the production problems and produced printed tins for many types of goods. They produced decorated tins for tea firms as a special Christmas trade attraction and the tea firms welcomed the idea. These tea caddies were in great demand in the shops, and almost every home in the country displayed them on the mantelpiece. They became a collectors piece for those eccentric people who look for first-made articles and Jerdigan tins were bought and sold at very high prices. The Swansea Canister Company also produced tins for tobacco, cigarettes, paint, boot and shoe polishes, etc., for home and abroad. The firm closed down in 1910 after passing through periods of ups and downs under many owners.

In the days of the horse, before our roads felt the impact of the horseless juggernaut called the motor car, saddlery was big business in any town. A combination of brass and leather was needed and men of artistic talent to bring them together in designs to suit the outfits in use. A horse would be measured for his harness, as a man would for a suit. I remember in my boyhood days the brilliant turnouts of the gentry and their ladies and the magnificent glitter of

harness that adorned the pair of horses drawing the coach. One of the oldest harness makers in Swansea was William Symons, he and his craftsmen turned out some very elaborate sets of harness for the rich landowners and merchants of our town. He was reputed to have made harness for the Earl of Pembroke, using pure silver for the facings and martingales. When the motor car took the place of a carriage and pair, Mr. Symons' son carried on the business as leather merchant in a shop in Wind Street.

Another of the trades carried on in Swansea was that of clock-making. Jacob Kern had a workshop in High Street which stretched back to Orchard Street with a display window on High Street. In this workshop he turned out a variety of horographic instruments and weather barometers. It is not uncommon to see in antique shops today clocks and barometers which bear his name and probably dated 1750-1760. Many of his grandfather clocks are masterpieces of wood working and his painted dials usually show pictures of some part of old Swansea. The Hafod bridge is one, in particular, which he liked to portray. Welsh women in national costume often find a place in some corner or other of the clock face. In his shop window he displayed a variety of delicate timepieces worked in silver, together with trinklets of jewellery suitable for fastidious ladies of elegance. His chief assistant was John Tregwell, who entered his employ as a boy and after the death of Mr. Kern, he carried on the business under the same name.

The Ruck family were known by all builders and house decorators as the local paint suppliers. Thomas Ruck, the founder of the firm in 1743 was locally known as Mr. Paint, his paint works was on the Strand near the Cambrian Pottery. For many years he manufactured paints of all colours for sale to local works and builders. On his death in 1801, the business passed on to his son who modernised the equipment and formed a company known as The Crown Compositions Ltd. The business was carried on by succeeding generations and is still in existence today. With the coming

of the iron ships, the company specialised in the manufacture of a good quality product for ships bottoms, which was also in demand for iron structural building work.

In the early part of the nineteenth century, one Robert Gwynne opened the first warehouse in Swansea for the sale of glass. Hitherto glass for windows had to be ordered to size from Lancashire and there were often very long delays waiting for delivery. Mr. Gwynne carried stocks of glass in varying sizes together with large panes, which enabled him to cut any size required and greatly facilitated building construction. His original warehouse was in Rope Walk Lane, but when the ground was required for the building of the new market, he moved to Waterloo Street. The business passed into the hands of Mr. David Pugsley on the death of Robert Gwynne's son, who's sister had married Mr. Pugsley.

These are just a few of the smaller firms who helped to cater for the needs of those who were engaged in the building up of Swansea in the eighteenth and nineteenth centuries. There were many others as well as those I have mentioned.

On January 27th, 1883, a German vessel, the "Prinz Adelbert", on her way to Swansea was caught in a severe storm coming up the Bristol Channel and was blown on to the rocks at Mumbles Head. The heavy seas pounded her to pieces. Jessie Ace, wife of the lighthouse keeper, and her sister, seeing the plight of the crew members as they were washed against the rocks, made a chain of shawls and while her sister held on to a rock at water's edge, Jessie waded out into the water and dragged some of the crew to safety. Four of the Mumbles Lifeboat crew lost their lives attempting to rescue the remainder of the ship's crew, among the dead were the Lifeboat coxswain. The bravery of these women was aptly recorded in Clement Scott's poem "The women of Mumbles Head". Jessie Ace and her sister were awarded the Royal Society's medal for bravery because of this courageous act.

Another act of bravery which thrilled the hearts of all local people was that

shown by Petty Officer Edgar Evans. Born at Rhossilli in Gower, Edgar Evans, a Navy man, volunteered to accompany Captain Scott on his voyage of discovery to the South Pole. With Captain Oates, he sacrificed his life by walking out into the bitter arctic snows in a vain attempt to save food in order that Captain Scott might survive. Although their brave act did not save Scott, their courage was acclaimed the world over.

In the historical records of Swansea-based ships, many acts of bravery are recorded on ships on the Cuba and Cape Horn voyages. Many of the little ships that carried the copper ores for our industries were wrecked and those of the crews that survived brought home records of outstanding bravery by some members of these crews. It was once said that any man who signed on at Swansea for the Cuba or Cape Horn run deserved a medal.

Another who perhaps we ought to mention in this book, not so illustrious as the foregoing, a pathetic enough figure, counted among the broken earthenware of our town. I refer to Sally Evans, known to many of the older residents of the old town before the first World War as Sally Sawdust. Sally was born of a wayward and unmarried mother, she came to light when, as a small child, and little more than a baby, her mother had been sent to prison. She was found in a filthy, dark room in a house in Malephant Street, dirty and underfed and bearing the traces of one badly neglected. She was taken into the care of the Poor Institution where she lived and received an elementary education. When she left the Institution she lived a life of many adventures, she worked in the tin works for a while, then in the hide and skin factory. She never had a proper home and spent most of her time in the lodging houses on the Strand among down and outs, sailors and a motley of pub-crawling layabouts. In this environment, she soon lapsed into a similar state. When I first met her while on mission work among these pitiful people, she was thirty-six years of age, she was dirty and dishevelled, a really pathetic figure. To talk to Sally was difficult; she had a slight impediment in

her speech and she was of a slightly unbalanced mind. At that time she earned some sort of a living by collecting sawdust from Glasbrook's sawmills in Cambrian Place and selling it to the butchers and public house owners in the town, any day you might see Sally pushing her handcart, loaded with sacks of sawdust, through the streets of the town. She refused all help that we offered, preferring to continue the life she had lived for most of her adult years; laughed at by the ignorant and the target of tormenting remarks from ill-bred youngsters. Sally never had a chance in life and died young, to lie in a pauper's grave.

Swansea had many such broken humans. Billy Sook, Harry Bevan, Willie the Whistle—who staggered along whistling his drunken way—and Jenny Thomas, who was once pulled out of the North Dock, having been thrown overboard by drunken sailors.

The following are some of the large houses in the Swansea area and some of the people who occupied them in and before the nineteenth century:

CLASEMONT. John Morris, Robert Morris, Sir Robert Morris.
MAES Y GERWEN. William Williams Davies.
PENLLERGAER. John Llewellyn, Sir John Llewellyn, Lewis Weston Dillwyn-Llewellyn.
MARINO. William Jerdigan, Edward King, John Henry Vivian.
VERANDAH. John Morris, Calvert R. Jones, William Gregory.
PARK WERN. Captain F. Hickey, Henry Hussey Vivian, Roger Beck.
SKETTY LODGE. Richard Mansel Phillips.
SKETTY PARK. Sir Robert Morris, John Cory.
SINGLETON ABBEY. John Henry Vivian, Henry Hussey Vivian, Martha Frances Vivian, Odo Vivian.
RHYDDINGS. William Jerdigan, Thomas Bowdler.
SKETTY HALL. W. Mansel Mansel, Sir Francis Holbourne, Charles Baring, Frank Ash Cory-Yeo.
PLAS HOUSE. Sir George Herbert, Calvert Richard Jones, Philip Jones.

WOODLANDS (CLYNE CASTLE). Colonel Warde, Miss Dulcy Vivian, Graham Vivian.

HILL HOUSE. Captain Gifford, Illed Thomas.

LLAN HOUSE. Illed Thomas.

BRYNMYOR HOUSE. John Glasbrook.

DAN Y COED. Frank Ash Cory-Yeo.

HENDREFOILAN. Lewis Dillwyn Llewellyn, W. H. Edwards.

OLD OAK (DERWEN FAWR). Sir Charles Ruthen.

THE GRANGE. Lord Glantawe (John Jones Jenkins).

CORRYMOR. Bernard R. Hennessy.

KILFROUGH. Rowland Dawkins, Thomas Penrice, Admiral Lyons.

SCURLIDGE. Jacob Dawkins.

PENRICE. Sir William Herbert (Earl of Pembroke), Henry Mansel, Duke of Beaufort, John Talbot, Thomas Mansel Talbot, Lord Blythswood.

LLANGROVE. Richard Dawkins, Sir William Robert Grove.

Le MAYALS. John de la Mere, Francis Tipping.

LLYN Y MOR. The Reverend R. Talbot Rice.

BURROWS HOUSE. Captain John Richardson, George Grant Francis.

FFYNONE. Henry Bath, William Walters, Sir Alfred Mond (Lord Melchett).

RHYANVA. The Reverend Arthur Talbot Rice.

CAE BAILEY. George Grant Francis.

WEST CROSS. Richard Richards, Miss Mary Dillwyn.

DOLGOED. W. Aeron Thomas.

LONGLANDS. Hooten Huxham, James Edward Bath.

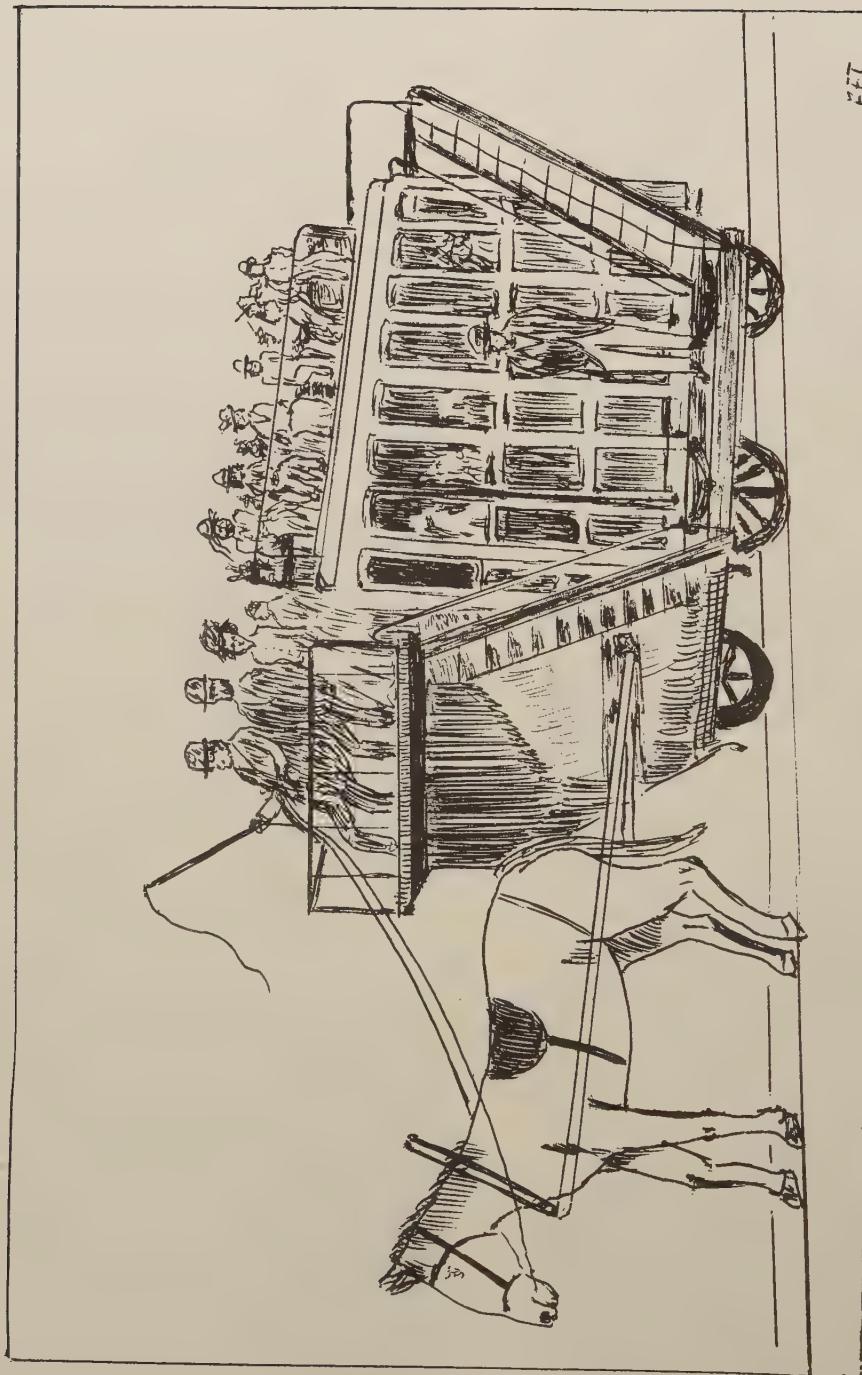
LLWYN DERW. John Frances, Henry Folland.

MAES YR HAF. Dr. Frank Thomas, John Thomas.

BEDFORD HOUSE (MORRISTON). Daniel Edwards.

DANYGRAIG. Colonel Nathaniel Cameron.

KILVEY. Elias Griffiths, George Tenant.



Mumbles Railway Coach, 1850.

F.E.T.

COACHING DAYS

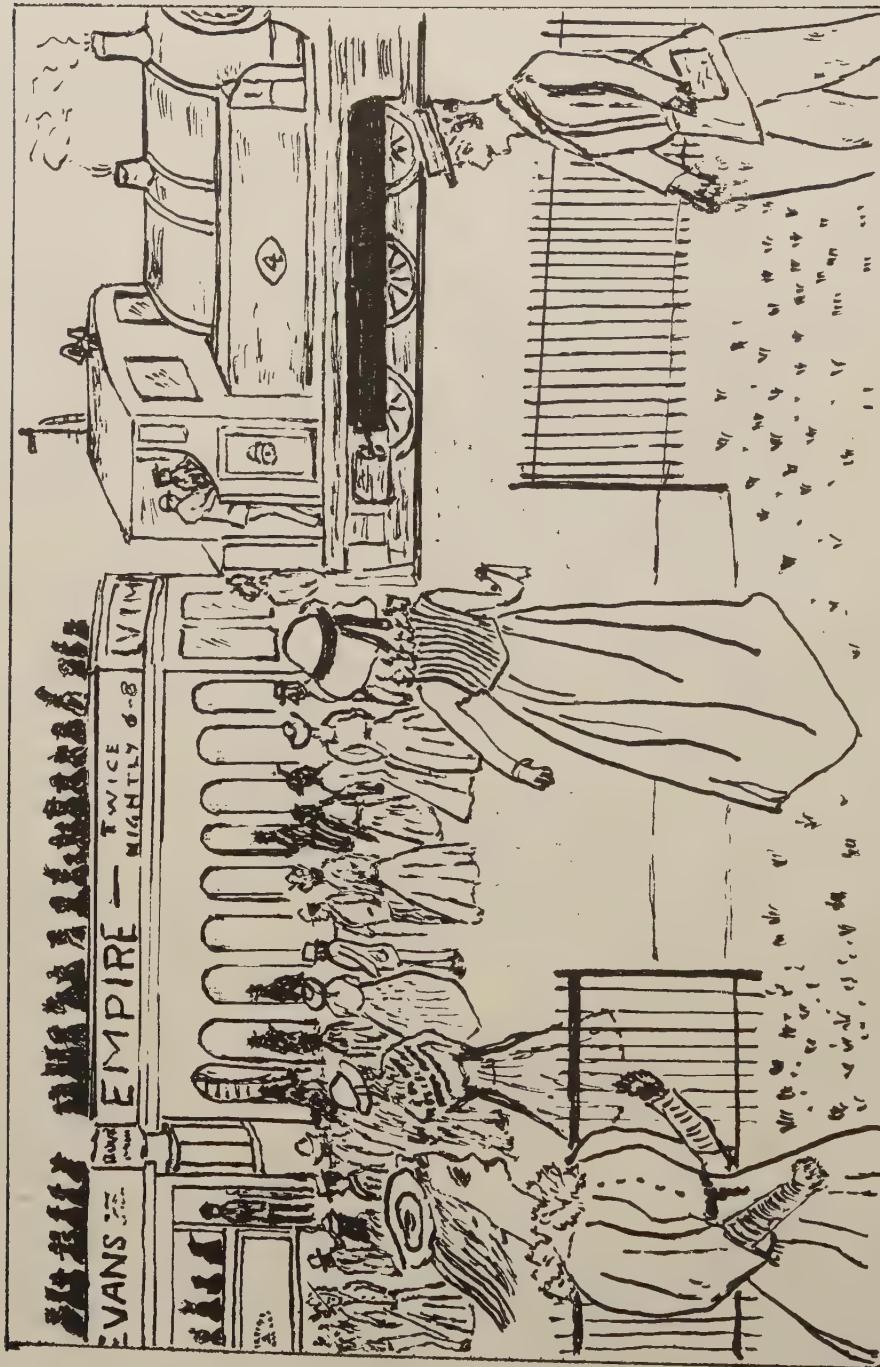
BEFORE THE RAILWAYS came to Swansea, travel to and from the town was something of a romantic experience. From early days, travel by the horsedrawn coach had been a hazardous adventure, on long journeys one could never be certain of arriving at one's destination without having encountered some mishap, delay, or even perhaps, a hold-up and long distance journeys were only taken in cases of extreme necessity. Yet there were sufficient numbers of people using the coaches to warrant a twice daily service between Swansea and London. The Mackworth Arms in Wind Street was one of the two posting stations in the town, the other was the Cross Keys Hotel in St. Mary's Street. The Mackworth Arms was the terminus for the London coaches and the Cross Keys for the Gower, Pontardulais, Llandeilo and Carmarthen. The journey to London via Cowbridge, Ross, Gloucester and Oxford took between four and six days according to the weather conditions. The coach usually went all the way, but horse changes were made at posting stations on the route. The London coach was drawn by four horses and chain horses were added on hills. The Swansea horses went as far as Cowbridge and returned to Swansea with the following day's coach. These horses were beautifully kept and never allowed to travel more than forty miles on one day. Two men, the driver and the postillion, travelled with the coach only as far as their horses went; the horses were their responsibility and, in most cases, a companionable understanding existed between man and horse.

Before the postal service became a nationally organized concern, mail was carried from place to place by the coach companies. A business arrangement existed between the Portreeve and the coach company whereby letters could be handed in at the office of the Portreeve and, on payment of the agreed rate, would be carried by the coach to the town of address, but only if the coach called at that town or passed through it.

At various points along the route, connections to other areas were available, for Bristol one changed at Gloucester, at Ross for the north-west, at Oxford for the Midlands and so on. Milford Haven was the starting point from West Wales, with connecting point at the ancient town of Narbeth for Pembroke, St. David's, Cardigan, and Haverfordwest. This coach reached Swansea at five o'clock in the morning where the horses were changed before travelling on to Cowbridge for London.

Travel by coach was never very comfortable in spite of the coach owners' attempts to improve the seating by adding horse-hair upholstery. A remark made by William Dillwyn, father of Lewis Weston Dillwyn, when he came to Swansea by coach with his family in 1801; "I have just spent the most uncomfortable eleven days of my life". He had travelled from Ipswich to London and then on to Swansea, a journey of over three hundred miles which had taken eleven days, two of which had been spent at Posting Stations awaiting connections, William Dillwyn came to Swansea to purchase the Cambrian potteries for his son.

Many remarkable stories have been told about the old coaching days; stories of accidents, of highwaymen and hold-ups and in a book I once read about the coaching days, I came across a story which interested me very much. It was about the way that the driver and postillion augmented their meagre wages; tips, of course, were offered for extra service, bribes to deviate from the scheduled course to put down a passenger, or passengers, near their homes, the carrying of secret mail and how they worked in conjunction with the landed gentry's couriers carrying important mail and love-letters from one young lover to another. One that particularly interested me was of the sale of newspapers left behind in the coaches by passengers, which were often sold cheaply to other passengers, it referred to one newspaper found in the London coach at York and



Mumbles Train. 1900.

stated ; " The Swansea newspaper, ' The Cambrian ', was found in the London coach when it arrived at York, the newspaper was twelve days old and had travelled the five hundred miles to York via several coaches ".

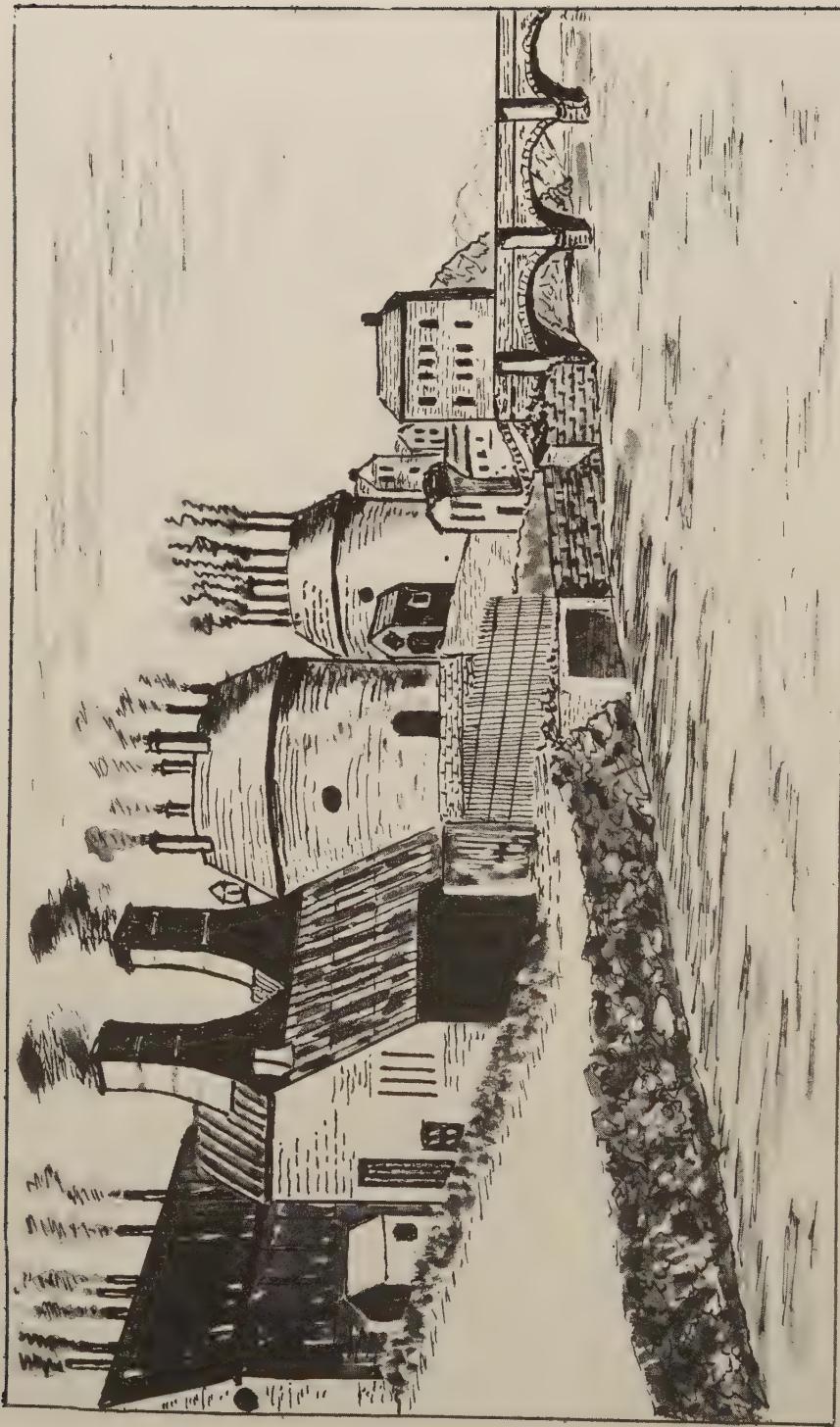
The coming of the railway to Swansea in 1851 did not, as one might have expected, put an end to the coach services. Many people still preferred to use the coach services in spite of the discomfort and difference in travel time. Some people seemed to view the train with horror, as many people see the

aeroplane today, and after the leisurely life of the early nineteenth century, being confined in a closed carriage travelling at faster speeds than they were used to, caused claustrophobia and it was not until the 1870's that long distance coach services came to an end, although short distance coaches still continued to run. Gower never had a railway line except the one that ran to Penclawdd and the horsedrawn coaches continued to run between Swansea and areas in the peninsula until the coming of the motor car in 1910 when the Vanguard bus service took over the routes.

THE MUMBLES RAILWAY

IN THE EARLY PART of the nineteenth century, powers were granted to Sir John Morris to build a railroad from the riverside to Blake's Pwll for the purpose of transporting coal from his collieries at Clyne Valley, Ynys and Rhydydevyd, for shipment at the Tawe river incursions. While this railroad was under construction it was decided to continue the track to Oystermouth for the purpose of conveying limestone from the Mumbles. The railway was completed in 1804. In 1809, a licence to carry passengers was obtained and a fare-paying passenger carrying service began with the horsedrawn coach capable of carrying eight passengers and the driver ; six passengers inside the coach and two outside. The first coach was built after the style of the long distance road coaches mounted on four flanged iron wheels. This service ran until 1826 and, over the years, coaches capable of carrying up to eighteen passengers replaced the former old coach type. The construction of better roads brought competition from the two-horse buses which covered the journey to Oystermouth quicker and more comfortably, forcing the railway to discontinue the passenger service. It was nearly thirty years later that this service was resumed ; a newly laid railroad with more up-to-date coaches recaptured some of the lost passenger

trade. With the coming of the steam engine and steam locomotion, one John Dickson purchased the existing dilapidated system from Mr. G. B. Morris, the then owner, re-laid the track on stone chippings and sleepers and brought into service a type of coach similar to the horsedrawn trams. He ran a daily schedule for three years, but the response of the public after the first curiosity trips was insufficient to make the venture viable and Mr. Dickson was forced into bankruptcy, when the railroad reverted to Mr. G. B. Morris and the passenger service again ceased. In 1866 George Byng Morris called in the service of Henry Hughes, an expert on steam locomotion, to ascertain if he could supply a steam locomotive capable of pulling a train of coaches, but which would not frighten the horse traffic using the adjacent road. He said he could and produced a type that satisfied these conditions. In August, 1877 the first steam locomotive train made the trip to Oystermouth at a speed of eight miles per hour, it consisted of two carriages conveying eighty invited passengers which included the Mayor, Dr. James Rogers and members of the corporation. G. Byng Morris decided to run the line for a few years to test the reaction of the townspeople and so great was the public response—most trains ran



Forest Copper Works on the Tawe bank. First owned by William Morris of Glasemont, in partnership with Lockwood. In 1725 it passed through many hands and was finally bought by H. H. Vivian in 1867 and converted into a zinc manufacture.

fairly full—that in 1879 a company was formed. John Dickson, who had previously relaid the track was appointed General Manager by way of compensation for his previous losses and also because of his great knowledge of railway working. But, by some muddling of authorities, the Swansea Improvements and Tramway Company, who had been granted powers to run a horsedrawn tram service in the town, had permission granted to them allowing them to operate on the Oystermouth and Swansea railroad, this brought Dickson into conflict with the tramway company. The tramway company brought a Court case against Dickson and won the right to operate over the railroad with horsedrawn trams which should run in the intervals of the steam schedules. This system did not work well and in 1884 an agreement was reached between the leaseholders and the Swansea Improvements and Tramway Company to abolish the existing agreement and to run one schedule only and share the profits. This system ran for a while, but not without much disagreement on both sides and in 1898 an agreement was reached whereby the Tramway Company bought out the leaseholders and from then until 1829 the

railway was run by steam. In 1904, King Edward VII and his queen, Alexandra, travelled in a specially prepared coach to the dock area to cut the first sod of the King's Dock.

In 1929 the old steam engines disappeared and the system was electrified and modernised. A new type of coach capable of carrying 106 passengers on two decks, both of which were equipped with upholstered seating, the upper deck being covered, made the journey to the Mumbles Pier in nineteen minutes in a more comfortable manner than before. At peak periods and during the summer, two of these coaches were linked together, the schedules were also altered to cater for the enormous summer traffic, thus allowing for four trips per hour to be made.

The railway, the oldest passenger-carrying railway in the world, closed down in 1960. During its one hundred and fifty six years of service, many millions of passengers had been carried to and from the Mumbles. During its life it had carried many commodities and at one time boasted a Royal Mail coach.

THE COPPER INDUSTRY IN SOUTH WALES

THE PROCESSING of copper in South Wales goes back to the sixteenth century. In 1584 Queen Elizabeth I granted to Thomas Smythe, the owner of the Perin Sands copper mines at Treworth in Cornwall, a licence to work copper and set up a copper works at Neath. There were no docking facilities at Neath at that time and the ore from his mine was conveyed to Swansea in a barque owned by one John Bwapple, a North Wales man, who also brought cargoes of ore from the North Wales mines. The ore was conveyed from Swansea by horsedrawn drays to Neath via the road now known as Port Tennant Road and then on to Briton Ferry over the marsh road, now the Jersey Marine dual carriageway.

In 1598 a second copper works was built at Aberdulais by the Mines Royal Company. These two were the first copper works in South Wales, and they worked successfully until 1693 when a further works was built at Neath. In that year, a charter granted by William and Mary to the "Company of Mine Adventurers", saw the third works come into existence. This charter was granted to Sir Humphry Mackworth, a colliery owner in Neath, on the understanding that its governor was to be the Duke of Leeds, with Sir Humphry as deputy governor and manager.

It was not until 1720 that copper was first produced in Swansea. The difficulty in getting the ore barques up the Neath



Forest Copper Works on the Tawe bank. First owned by William Morris of Clasemont, in partnership with Lockwood. In 1725 it passed through many hands and was finally bought by H. H. Vivian in 1867 and converted into a zinc manufacture.

fairly full—that in 1879 a company was formed. John Dickson, who had previously relaid the track was appointed General Manager by way of compensation for his previous losses and also because of his great knowledge of railway working. But, by some muddling of authorities, the Swansea Improvements and Tramway Company, who had been granted powers to run a horsedrawn tram service in the town, had permission granted to them allowing them to operate on the Oystermouth and Swansea railroad, this brought Dickson into conflict with the tramway company. The tramway company brought a Court case against Dickson and won the right to operate over the railroad with horsedrawn trams which should run in the intervals of the steam schedules. This system did not work well and in 1884 an agreement was reached between the leaseholders and the Swansea Improvements and Tramway Company to abolish the existing agreement and to run one schedule only and share the profits. This system ran for a while, but not without much disagreement on both sides and in 1898 an agreement was reached whereby the Tramway Company bought out the leaseholders and from then until 1829 the

railway was run by steam. In 1904, King Edward VII and his queen, Alexandra, travelled in a specially prepared coach to the dock area to cut the first sod of the King's Dock.

In 1929 the old steam engines disappeared and the system was electrified and modernised. A new type of coach capable of carrying 106 passengers on two decks, both of which were equipped with upholstered seating, the upper deck being covered, made the journey to the Mumbles Pier in nineteen minutes in a more comfortable manner than before. At peak periods and during the summer, two of these coaches were linked together, the schedules were also altered to cater for the enormous summer traffic, thus allowing for four trips per hour to be made.

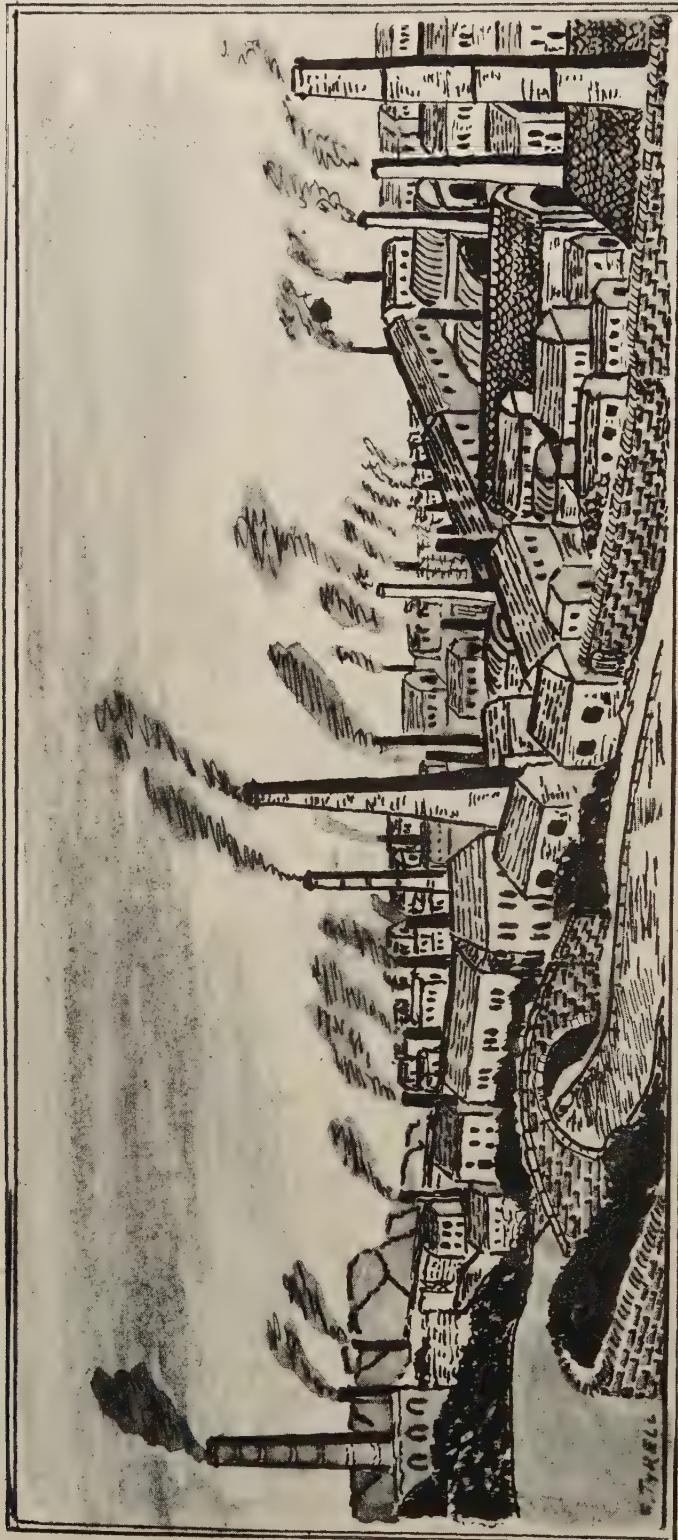
The railway, the oldest passenger-carrying railway in the world, closed down in 1960. During its one hundred and fifty six years of service, many millions of passengers had been carried to and from the Mumbles. During its life it had carried many commodities and at one time boasted a Royal Mail coach.

THE COPPER INDUSTRY IN SOUTH WALES

THE PROCESSING of copper in South Wales goes back to the sixteenth century. In 1584 Queen Elizabeth I granted to Thomas Smythe, the owner of the Perin Sands copper mines at Treworth in Cornwall, a licence to work copper and set up a copper works at Neath. There were no docking facilities at Neath at that time and the ore from his mine was conveyed to Swansea in a barque owned by one John Bwapple, a North Wales man, who also brought cargoes of ore from the North Wales mines. The ore was conveyed from Swansea by horsedrawn drays to Neath via the road now known as Port Tennant Road and then on to Briton Ferry over the marsh road, now the Jersey Marine dual carriageway.

In 1598 a second copper works was built at Aberdulais by the Mines Royal Company. These two were the first copper works in South Wales, and they worked successfully until 1693 when a further works was built at Neath. In that year, a charter granted by William and Mary to the "Company of Mine Adventurers", saw the third works come into existence. This charter was granted to Sir Humphry Mackworth, a colliery owner in Neath, on the understanding that its governor was to be the Duke of Leeds, with Sir Humphry as deputy governor and manager.

It was not until 1720 that copper was first produced in Swansea. The difficulty in getting the ore barques up the Neath



Hafod Works. Constructed in 1810 for Messrs. Vivian & Sons.

river was probably the reason for Dr. Lane selecting Swansea for his works and also the fact that the Old Cambrian Pottery works was now vacant, and had good unloading facilities already constructed alongside the works. He had already inspected sites at Neath with less suitable quay advantages. Dr. Lane and his associate, a Mr. Pollard, took over the works in 1717 and commenced smelting in 1720. His venture was not a success, due, it was said, to the South Sea Bubble, and the works was bought by Mr. Robert Morris of Clasemont, Morriston, in company with a Mr. Lockwood and Mr. Edward Gibbons (grandfather of Gibbons, the great historian, and Sarah Gibbons, the actress). Under this management, the venture succeeded and lasted for over one hundred years, during which time Robert Morris's son, Sir John Morris, played a big part in its success. The Morris family owned collieries in the Morriston area and to avoid the necessity of conveying coal to Swansea, the copper works was moved to Forest, Morriston. The Morris family had many ramifications in the Morriston area and it was around these that Morriston was built, and from which it gets its name.

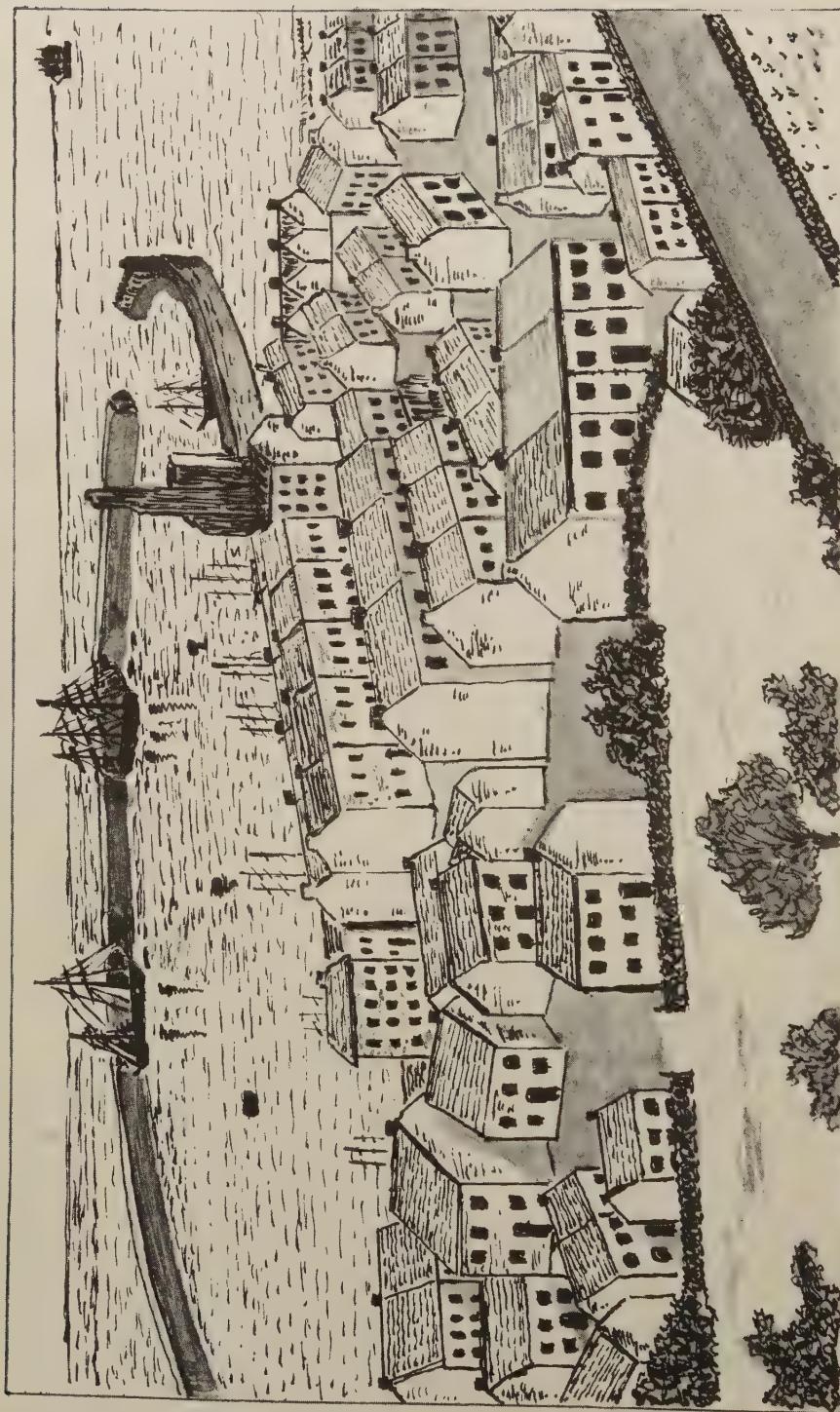
The next copper works to commence in Swansea was the White Rock. It was built in 1746 on the east side of the river Tawe on land leased by Lord Mansel to Coster Percivall & Company. Chauncely Townsend was a member of this company. It was Chauncely Townsend who, in 1767, built the Middle Bank Copper Works and at the same time he purchased the colliery in Llansamlet previously owned by the Smith family. The Townsend and Smith families were eventually united when Townsend's daughter married Smith's son and between them, these two families owned the many varied industries around which the townships of Llansamlet and Birchgrove were built. It was a son by this marriage who was responsible for the building of the Smith's canal, which ran from Llansamlet to the works in the Hafod and Landore areas, by which coal was sent to supply these works.

The next acquisition of this company was the Upper Bank Copper Works.

Formerly a lead and spelter works owned by Sir John Morris, it was converted to the production of copper in 1781. The copper from this works was in demand for the making of coinage and frequent consignments were sent to the Royal Mint for this purpose.

Swansea was speedily becoming the copper centre of the world and into its midst came one who had, by foresight and intention, dispatched himself to Germany to study production methods in that country. His family owned copper mines in Cornwall, where he had worked in his early years with his uncle, Hugh Vivian. It was in 1800 that John Vivian came to Swansea intent on putting to practice what he had learned in Germany. He spent some time at the Forest Copper Works and there he saw many imperfections in the methods employed there. In 1805 he launched out on his own account and purchased the old Kent House Lead Works at Penclawdd. He sought a good supervisor as his assistant and succeeded in getting one, a Mr. Thomas Dooley, who had previously managed the Middle Bank Works. They worked very successfully together until the business outstripped the premises they occupied. It was in 1811 that John Vivian built the famous Hafod Copper Works, a works whose products were known all over the world for their purity. Swansea owes much to the Vivian family. In 1816 John Henry Vivian married Sarah Jones and went to live at Marino House (a little behind the site of the present Singleton Abbey). There he and Sarah lived in great happiness and reared nine children. Marino became too small for his growing family and in 1840 he built Singleton Abbey. Much of the stone used in it's building came from the old Tudor Manor House in Temple Street which was being demolished. You will read more about the Vivians in the chapter on Swansea's personalities.

To return to copper. In 1823 another company started copper production in Swansea. The Morfa Copper Works was run under the name of The Rose Copper Company and owned by Williams Foster & Co., who had offices in Birmingham and Swansea and interests in copper mines in



The Bar enclosing Fabian's Bay. Built in 1740.

Cornwall. The head of this large concern was Sir William Williams Bart of Tregullow in Cornwall. He controlled an empire of divergent industries from ore mines and tin mines to timber, banks, fertilisers and smelting of minerals. He was at one time High Sheriff of Cornwall.

There arose around the copper trade a variety of allied trades, and the Vivians were interested in most of them. They were also concerned with the building of many houses near their industries to house the thousands of workers they employed. With the coming of the twentieth century, the copper trade began to decline. The English ores were being used up and the importing of foreign ores becoming dearer and dearer, the Swansea works found it harder to compete with the new copper companies abroad. One by one the copper works closed down, but this was not so with the Vivian companies and instead of importing ores they imported copper ingots and processed

them into copper articles in daily use. In this way they continued well into the 1930's when they relinquished command of their companies and joined up with the Imperial Chemical Industries Limited. After the death of John Vivian in 1855, the business was carried on by two of his sons, Richard Hussey Vivian and John Henry Vivian.

With the passing of the copper trade in Swansea, the area around the once-beautiful Hafod and Landore became a derelict wasteland—void of any verdure—and scattered with black, smoke-stained ruins, which presented a ghastly sight to strangers arriving by train on a visit to our town. One's mind goes back to the days when the burgesses of the early years of the century fought the battle of words in the old Assembly Hall in Cambrian Place to decide the question ; " Should Swansea progress as a seaside resort or as an industrial area ? " Did they make the wrong decision I wonder, what do you think ?

SHIPPING

Good bye my lovely Nancy,
Ten thousands times adieu,
I'm going away for to leave you,
Once more to part from you.
Once more to part from you fine girl,
You are the one that I adore,
But still we live in hope to see
Old Swansea town once more.

Now we are out on the ocean,
And you are far behind,
Kind letters I will write to you,
With the secrets of my mind.
With the secrets of my mind dear girl,
You are the one that I adore,
But still we live in hope to see,
Old Swansea town once more.

There is a dreadful storm arising,
We can see it coming on ;
The night is dark and stormy,
And our road seems all forlorn,
Our good old ship is tossed about,
Our rigging all torn,
But still we live in hope to see,
Old Swansea town once more.

Now our storms are over,
And we are safe on shore,
We will drink success to all the girls,
And the one that I adore.
We will drink strong wine and brandy too,
And we will make those taverns roar,
And when our money is all spent and
gone,
We'll go round Cape Horn for more,
And still we'll work and wait to see
Old Swansea town once more.

THIS OLD sea shanty was found among the papers of a captain of one of the Swansea-owned ships that had been wrecked off the south coast of America.

Swansea's associations with sea trading goes back a long way. Long before the Norman conquest, ships traded in and out of the River Tawe. The Romans used the river to transport, away to Rome, treasures for the Emperor.



North Dock. South Dock and New Cut. 1861.

The Goibels, or Irish Black Pagans as they were called, came up the river Tawe when they invaded Wales after the departure of the Romans. The Normans used the river to bring reinforcements after the battle of Garn Goch and also used it as a repair depot for some of the ships that took part in the invasion. It was not until 1740 that any attempt to make Swansea a port was made. In that year the bar to enclose Fabians Bay was commenced with a short pier on the west side. This provided a fairly large area of water where ships could lay up while awaiting a berth to load or unload. This sufficed for the amount of trade being handled at that time, but as the town grew and became more industrialised, the need was for better facilities ; larger ships were coming to the port with copper ores and the coal trade was increasing rapidly.

In 1790, after much discussion, the Harbour Trust was formed to improve shipping facilities. It consisted of some fifty representatives of all interests, trade and town administrators. After preliminary discussions at which all aspects of town requirements were considered, a decision was taken to construct a dock large enough to take the bigger ships and a smaller dock to take the produce and fish trades. Expert advice was brought in to work in conjunction with the Harbour Trust and between them they came up with an alarming decision. At that time the course of the river Tawe took a sharp bend from the Cambrian Pottery to the already constructed Bar. It was, therefore, decided to alter the course of the river and construct the first dock in the old course. When the costs were carefully considered it was found to be enormous and considered by most to be beyond the town's resources. However, it was a necessity if the town was to maintain its now important industrial position and a decision was made to proceed with the work in stages. The scheme was prepared and sent to the government for approval. This was obtained and in 1806 the work commenced.

The whole project took forty years to complete and the North Dock was opened in 1852. During this period of construction

the trade of the town did not diminish, it increased. By wise thought, the new cut, the name given to the new course of the river, was made in such a way as to allow loading and off-loading to take place during high water periods. The North Dock provided facilities for all types of vessels that were likely to use the port, but in the early years of the North Dock it was sailing ships one would be most likely to see moored at it's quays. The steam ship, although fast becoming the queens of the seas, were expensive to build and, as yet, were not dependable for the long sea voyages now undertaken by the wind-jammers, and most of the Cuba trade was still carried in sailing ships. There were occasional steamers at the wharves trading between England and European ports as well as the coast-wise trade.

The South Dock was opened in 1859 and it is significant to note that the first ships to use the dock were the steam trawlers. The dock was built partly as a fish dock and was equipped with a most up-to-date fish market and also an ice-making plant in the front basin and the main dock was used for coal shipment.

When I was a small boy, there was nothing I liked better than a visit to my grandmother's house in Jones Terrace which always took place when my grandfather was home from the sea, how I would love to sit on his knee and listen to the wonderful stories he would tell. My grandfather ran away to sea when he was fourteen years old, that would be about the early 1850's. He spent a good many years on the Cuba run and was twice in successive voyages, in ships that were wrecked, the second time, he spent four days in an open boat with six other crew members before being picked up by a passing ship. He was a jolly man and some of his stories were beyond belief, such that my grandmother would pull him up, saying, "Don't believe all he tells you," or some such remark. But it is certain that many wonderful stories could be told of the early days when ships returned to the port after the Cuba trip ; tales of the sufferings of members of the crew who had caught yellow fever, while ashore, pleasure-bent in Cuban ports. Many of

these men died on the voyage home and often bringing the ship home was a difficult task when so many crew members were too ill to work. Not only did the ships suffer, on one occasion, the disease was brought to the town. That was in 1865-6. The outbreak was miraculously kept to small proportions, but the loss of manpower due to sailors refusing to man ships on the Cuba run, was a serious blow to the shipping trade and also to the town.

Among the big names in the shipping trade at that time we recall Bath, Richardson, Burgess, Lambeth and Tullock. Henry Bath was a Falmouth man, he came to Swansea in 1806. His ships traded between Swansea and ports in Cornwall, he had several barques on this run carrying ore for the copper works and clay for the pottery, and he took back to Cornwall, produce and factored goods. He lived at Ffynone for many years and when he died, his son carried on the business; he lived in Longlands House, which was on the site where the Y.M.C.A. now stands. Bath's warehouse and wharf was near the old Guildhall and has only recently been demolished.

John Richardson traded in ships from Swansea from 1825. Many of his ships were on the Cuba run, his warehouse still stands at the bottom of the Strand. It was, in those days, a bonded store for imported wines and spirits. The Richardsons lived at Tower House above St. James Gardens.

The name of Burgess has been associated with shipping since the early 1800's and the business still operates in Swansea today. The originator of the company, James Edward Burgess, a Swansea-born man, worked for a while with the Richardson Company. In 1862, he bought the "Sarah Fox" and with his son James Henry and his son-in-law George Shaddick he started the shipping business that bears his name. Over the years he built up a fleet of ships larger than any other owner's in Swansea.

Leonard Tullock was also born in Swansea, and for some time he worked with William Edwards of Morriston. The increase in the shipping trade in Swansea gave him the idea to open a chandlery business to supply these ships with

everything they needed for their long voyages; food, paint, equipment, etc. Leonard Tullock became a shipowner more by circumstance than design; a small owner-captain, who was too fond of the drink, owed Tullock much money for goods and stores he had supplied to him. He could see that the owner-captain was so obviously fast in the grip of the drink habit, that his chances of getting paid were hopeless. The captain's ship, too, was being neglected, so Tullock decided to try to do a deal by offering the captain to cancel the debt and, with a fair sum of money as well, to take possession of the ship. The foolish captain agreed and Leonard Tullock became the owner of his first ship. Richardsons, who had a ship building and repair yard on the river's bank, overhauled the vessel and made her seaworthy again. Tullock's brother joined him in the business and together they built up a good trade as ship owners and ship chandlers, owning five ships in all. Their trade was mostly coast-wise, but the larger barques did some trade with the French and Spanish wine and fruit growers. The business was eventually taken over by Harris Brothers, another Swansea firm of ship owners and both these firms are still in existence.

Toward the end of the nineteenth century, coal was the largest exported commodity from the North and South docks, with steel and tinplate, and to a lesser degree, copper ingots, coming close. These two docks were hard pressed to find space to accommodate all the ships wanting to use the port, and in 1881 the Prince of Wales Dock was commenced on the east side of the river. When it was completed it was capable of taking the larger steam ships required to transport anthracite coal to Canada. Even this addition to the dock facilities was not sufficient to meet the needs and in 1909 the Kings Dock was built and the locks enlarged to take ships of up to 30,000 tons. The Queens Dock was built in 1920 when the Llandarcy Refinery was built and is used solely for the oil trade.

Some of the famous ships that were owned by Swansea firms were "Ocean Queen"; "Ocean Rover"; "Vigil" and

the "William Davies". These were all ocean going vessels owned by the Burgess Company. The "Vigil" was a tea clipper. "Rose of England", "Acica" and "Lord Clyde" were owned by Tullock. "Erica", "Penelope" and "Rosamond" were owned by Morgan Tutton. "Flora", "Iona" and "Vivid" were T. P. Richard's ships. "Caswell" and "Langland" were owned by Tucker and Co. Other owners were W. B. Jones and Co., B. Goldburg & Co.; H. J. Madge; George Meager; Shepherd & Co.; Simpson Brothers. In

all, there were eighty-two ships registered by Swansea owners in 1880.

The old Ship and Castle Inn on the Strand underneath Worcester Place was, in those days, a favourite meeting place for captains and merchants and many were the unlawful contracts signed in the parlour of this inn to carry to and from the port dutiable goods in a manner that would avoid the payment of duty. One raid on this inn resulted in a peeler (policeman) being shot dead. But the documents were seized and the culprits imprisoned.

THE SWANSEA MARKETS

THE FIRST purpose-made market in Swansea was situated in Castle Bailey Street and to the south side of the castle tower. It was an open sided market approximately forty feet by twenty feet, the roof was lead covered and supported by ten stone columns. The lead, it is said, was stolen from St. David's Cathedral during the Cromwell era. It was built in 1652.

This market sufficed for the population of the town at that time and so remained until 1774. It was mainly for the sale of farm produce, milled flour and the products of the small market gardeners.

The coming of industry and the increase in the population of the town brought with them the need for more marketing space, and very soon many of the adjacent properties were taken over by vendors of a variety of goods, cloth, pottery, household utensils and toys, things the new population were in great need of. Very soon, too, the market spread to Potato Street and Wind Street, where some properties became markets in themselves and most of the shoppers went to these places in preference to the original market. It was then decided to demolish the first market partly because it became an obstruction to the ever growing volume of vehicular traffic, but mainly because of its loss of trade.

The second Swansea market was therefore a collection of buildings in the Wind Street area between Caer Street and St. Mary's Street, Potato Street was mainly for the meat trade. This state of affairs was not satisfactory; the congregation of people and the horse and wagon traffic caused chaos on many an occasion and in 1828 the mayor and corporation decided to build a market of a size, and in a position, more suited to the amount of trade the town then required.

The third Swansea market was completed in 1830. It was built on land previously occupied by a rope making factory owned by Calvert Richard Jones, who was mayor of Swansea in the year 1823. He, by his generosity and his great interest in the progress of the town, leased this land to the corporation for a token sum of two and sixpence a year. This was an open market, the stalls, for the most part, were wooden frames with canvas tops, but the butchers' stalls were wooden sheds with slate roofs and shuttered fronts which were hinged and could be lowered to form display tables. This area was called the ropewalk and is the same area as that upon which the present market is built.

The fourth market was built in 1897 by Messrs. Bennett Brothers. The choice of designs submitted by architects for a prize of fifty pounds was won by a local

firm ; Wilson and Moxham, their design was chosen on merit and not in any way influenced by the fact that they were a local firm.

When this market was built it was considered to be a remarkable building and received high praise in many national journals. The glass roof covered an area of close on two acres. It was electrically lit by high wattage cluster lamps, the work being carried out by John S. Brown.

Like its predecessor, it catered for all comers : Cheap-jacks, Medicine sellers to cure all, clothes, cockles, Gower produce and, of course, laverbread.

In 1941, after forty-three years of being the central produce shopping centre of Swansea and the districts around it, the bombs fell and reduced this wonderful structure to a heap of rubble and twisted metal, but did the market die ? — NO.

The tenacity of the Swansea people would not let it. Helped by the American and British soldiers stationed in the town, the tangled mess was bit by bit cleared away until only the four surrounding walls remained ; a roofless, empty space. Back came the stall holders and workmen beyond the age for military service, up went the temporary structures and very soon these unbeatable stall holders were in business again. In came the tenacious people, not deterred by the fact that they had to pick their way through rubble and fallen masonry that were once streets and on went the market life, business perhaps not brisk because of shortage of supplies, but it went on, gradually increasing its trade until 1961 when the present market, number five, was built. We wondered at the former market's glass roof, but this roof, without one support except the outside walls, amazed everyone.

THE CAMBRIAN POTTERY

HOW FAR BACK in history the making of pottery goes cannot be easily established, almost every excavation bringing to light the early life of man produces some form of drinking or cooking vessel made from clay and shaped by hand. The earliest form of mechanical equipment for the making of pottery was introduced into this country by the Romans in the form of the potter's wheel. It is known that pottery was made in Swansea in Roman times, it was probably not an industry as such, but individual potters bartering their products for food or Roman coin with which to buy food.

By the time the Normans came to Britain, kiln dried glazed pottery was in use in the more humble homes, but in the homes of the richer landed gentry, pewter, silver and even gold goblets were in use. It was in the fourteenth century that the porcelain type of china, discovered by the Chinese, began to find its way to Britain via the continent ; Italy was amongst the first to produce copies of this Chinese ware, but these copies were not as white

and beautifully translucent as the Chinese products. Gradually a form of porcelain china-making spread to other parts of Europe and eventually to England, but although pottery was still being made in Swansea, no attempt to make porcelain was made until the eighteenth century.

In 1764, one William Coles took over the lease of the old copper works at Landore and started a works to make domestic pottery of the brown glazed type and produced water pitchers, baking dishes, jugs and bread mixing pans. In 1769, Morgan John, who was designer for the company, experimented with other materials and produced what became known as the Blue-grey type pottery and, when established as a marketable product Coles gave him a free hand to experiment along other lines. Using lime bleached clay and finely ground grit, John produced a new bleached earthenware which, when glazed, made a presentable table ware. With this material Coles first made water jugs and wash basins for bedroom use.

William Coles died in 1778 and his two

sons carried on the business. These young men had more advanced ideas, and one of their first products was a well decorated table ware which became known as Swansea Cottage ware. For seven years the pottery prospered under the management of these two young men, but the testing time was rapidly approaching ; the buildings were getting old and required major repairs and provision had not been put aside for such depreciation, furthermore, a new lease called for a greatly increased rental and in 1786 the pottery closed down. Thirteen years later, William Dillwyn came to Swansea. (See Personalities and Coaching Days). He had heard of the pottery closure and had been looking for a business of this type for his son, Lewis Dillwyn. He purchased what rights the Coles held and leased the works. He repaired one kiln and one building and then engaged as many of the old workmen as he was able to absorb. He re-engaged Morgan John, appointed his own son manager and then retired into the background, leaving his son to carry on the business.

Lewis Weston Dillwyn worked hard to justify his father's trust in him. In his memoirs, he relates how, on times, he felt his judgement was wrong, then he would consult his father before finally making his decision and would seek his father's advice when cash was short. In 1807 he married Mary Llewellyn, daughter of John Llewellyn of Penllergaer. Mary joined wholeheartedly in her husband's business, she was an artist of some merit and was responsible, with her husband, for the design of many of the specimens known as Etruscan Ware, which were manufactured at the Cambrian Pottery.

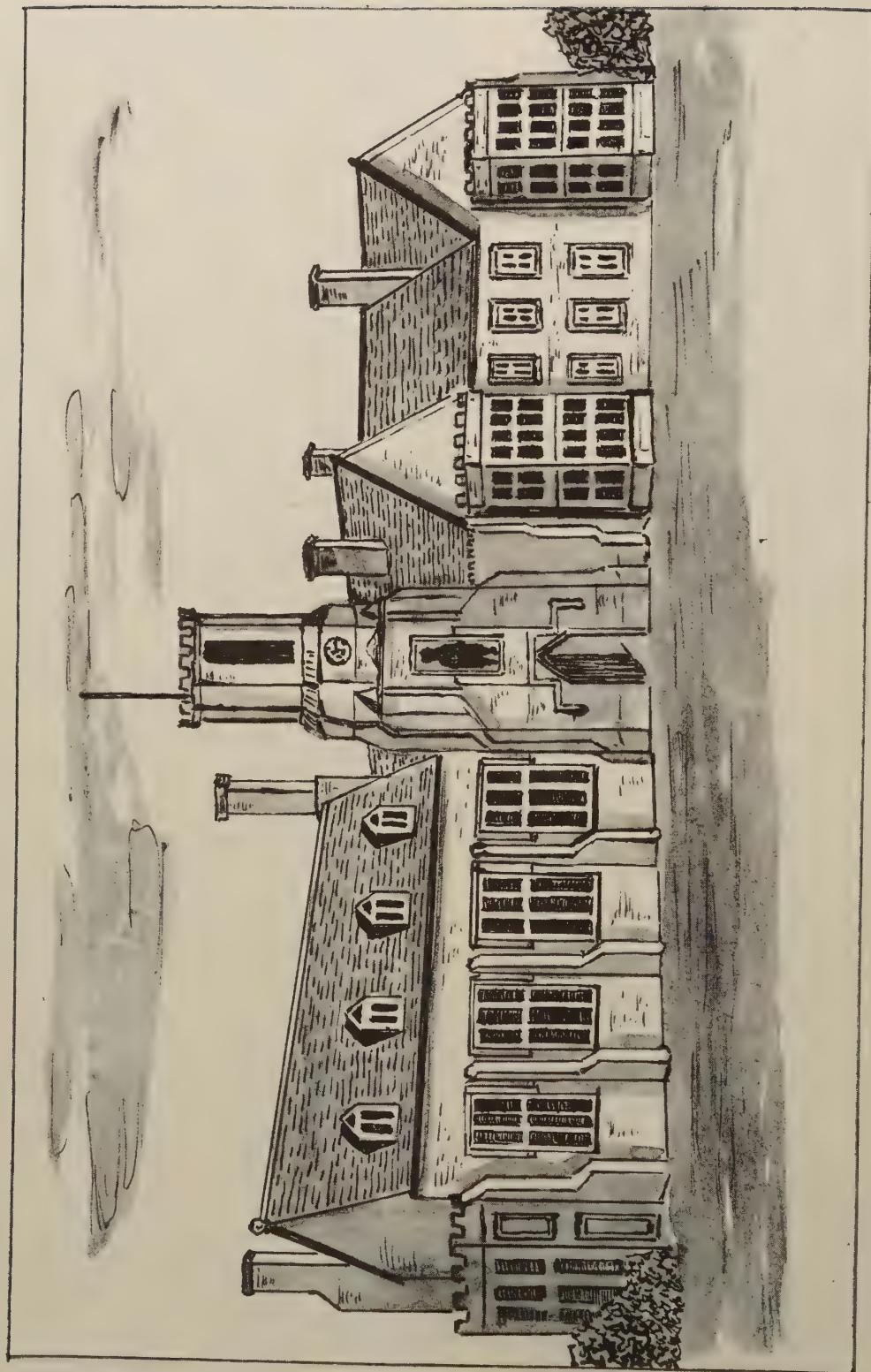
During the Dillwyn ownership of the pottery, the famous Swansea China was manufactured. The call by the gentry for a more delicate type of table ware had resulted in large imports of porcelain table ware being brought into the country from Europe and this caused a fall off of

the demand for earthenware. To try and counter this, Lewis Dillwyn sent one of his senior men to France to study, in whatever way he could, the method and material used in the manufacture of this type of table ware. He returned with many ideas and studied many clay samples until a suitable base was found for making a porcelain type china. Mary Dillwyn added to the work with beautiful designs and the product was hailed, in this country, as being amongst the finest in the land and superior to the French and Italian porcelains. Today it is a collector's prize and to own a piece of Swansea China is to own something of high value, so if you have any hidden away in grandma's glass-faced dresser, you are better off than you thought you were.

William Billingsley and his son-in-law, Samuel Walker, two employees of the Cambrian Pottery, were the two men selected by Lewis Weston Dillwyn to make the Swansea China. They cleared one of the old buildings not in use, built a kiln and worked there as a distinct and separate part of the pottery. Dillwyn's object was to keep the china as a separate branch of the main pottery, all costs were kept separate and sales credited to the china department. This was done to satisfy claims made by Billingsley for the part he had played in producing the basic materials and the method of drying. There was also an agreement with Nantgarw Pottery which had to be satisfied, and this method ensured that both Nantgarw and William Billingsley could receive any royalties due to them.

The Cambrian Pottery, finally closed down in 1870, had for over one hundred years contributed very largely towards the economy of the town.

Lord Nelson visited the Cambrian Pottery in company with Lady Hamilton. They were presented with specimens of the famous Swansea China and purchased other specimens.



Bishop Gore Grammar School on Mount Pleasant Hill. Built 1851. destroyed in the Blitz, 1941.

EDUCATION

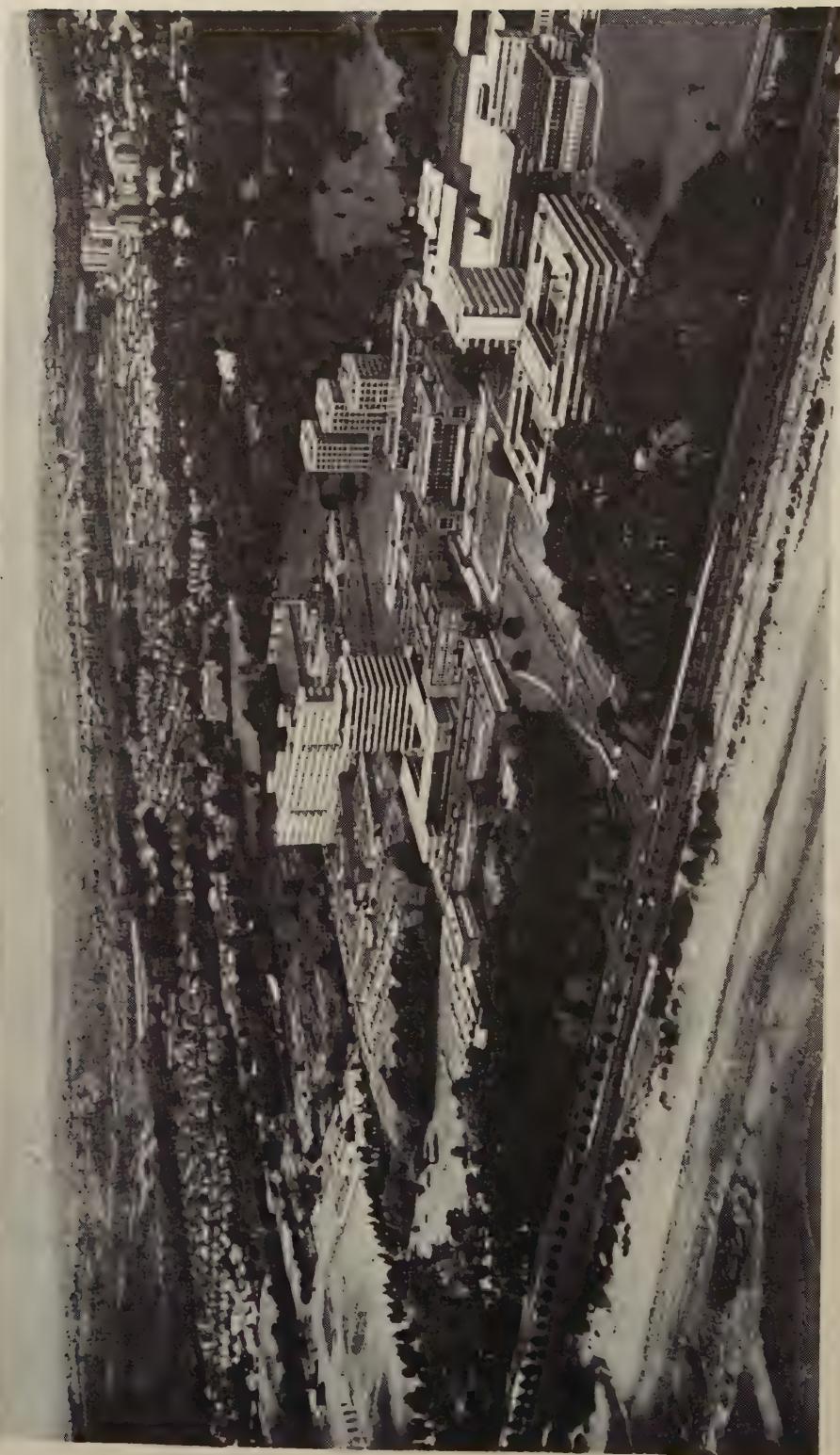
EDUCATION in the days before the Tudors was of an extremely low standard, even the gentry, who had the opportunity to learn, seldom took advantage of the institutions available; their time was mostly taken up with fighting, which they considered a more necessary art to master, as therein lay the most likely way to wealth and promotion in the system. Learning was for the scribes who recorded victories and kept records of events for the Crown, or for the clergy and ambitious laity concerned in church affairs. King John could neither read nor write, except for the crawling signature he appended to the documents he was required to sign. He is reported to have said "Education brings discontent" and in some things I suppose he is right, ambition is the product of education. The Tudors thought very differently. Owain Tudor sent his sons to Oxford, "There," he said, "You will learn to live," and he followed this with "In the Academy you will learn to die." Owain Glyndwr also went to Oxford and to the Inns of Court, but a letter from him, now in the British Museum, written to his wife, Margaret Harmer, shows errors in spelling and his writing was almost illegible. So it would appear that going to Oxford was more of a prestige event than an educational one.

The first real schools in England came in the reign of Henry VIII. I refer now to schools where education was widely spread over many subjects and available to most people, instead of to the early teachings of what was known as the three R's—reading, writing and arithmetic. Henry founded St. Paul's School under the headmastership of John Colet, in 1509 and soon, Eaton, Harrow, Charterhouse, Rugby, Winchester and Merchant Taylors followed. John Colet was a pupil of Erasmus, who for some time had been championing the cause of education, against much opposition from the land-owners who feared that to teach people was to make them discontented with their lot. With Erasmus, John Colet continued the struggle for a cause in which

he believed. The appointment by Henry VIII was the culmination of this long struggle.

In Wales, Thomas Gouge and Griffith Jones had for long followed the same cause as did Erasmus and Colet in England, but, unlike the schools in England, which were only available for those who could pay, these men wanted free schools for everyone, rich and poor alike. There were in Swansea, schools where a very elementary education could be obtained on payment, but free state education did not come until the Education Act of 1870. The church schools, however, were available but not compulsory, for a few pence per week. The Act of 1662, known as the Poor Law Act, when the poor became the responsibility of the parish, saw the opening of a school for poor children in Swansea. It was known as "The Ragged School" and here children were taught to read and write and to do the simple form of arithmetic. The schools were under the control of the parish church, and the teachers were usually the younger members of the clergy. This was not to the liking of the new nonconformist members of the community and appeals were made for non-denominational schools.

Free schooling under the 1870 act brought problems to the councillors of Swansea and with the rapidly increasing population, it was to their credit that in three years, five new schools were built. The first of the schools to be built under this new system was the National School in Oxford Street. This was church governed, but before it was finished, the system was changed, giving the town council complete control over school building. It was then that the School Board was created, when influential members of the town were elected to control free education. This Board set to work on an immense task to provide schools for over thirty thousand children. A programme of twenty schools was decided upon, every builder in the town who was capable of carrying out the work was engaged in this enormous task. A



Aerial view of the University of Swansea.

very high standard of workmanship was demanded, and in four years, eleven schools were completed. Terrace Road School demanded the excavation of thousands of tons of earth and the building of a huge wall four feet thick to retain the road above, the wall was over seventy feet long, and now today, it remains as it was built, a monument of civil engineering. The school, too, is a fine example of nineteenth century building, light and airy classrooms and a fine central hall with a glass domed roof. The school was built by Bennett Brothers with stone quarried from Rose Hill. This and many other schools similar in design to St. Thomas, Manselton, Brynmill and Dynevor to name but a few, were examples of the thorough way in which the task was carried out and was, and still is, considered one of the many achievements undertaken by the corporation during the population explosion of the nineteenth century.

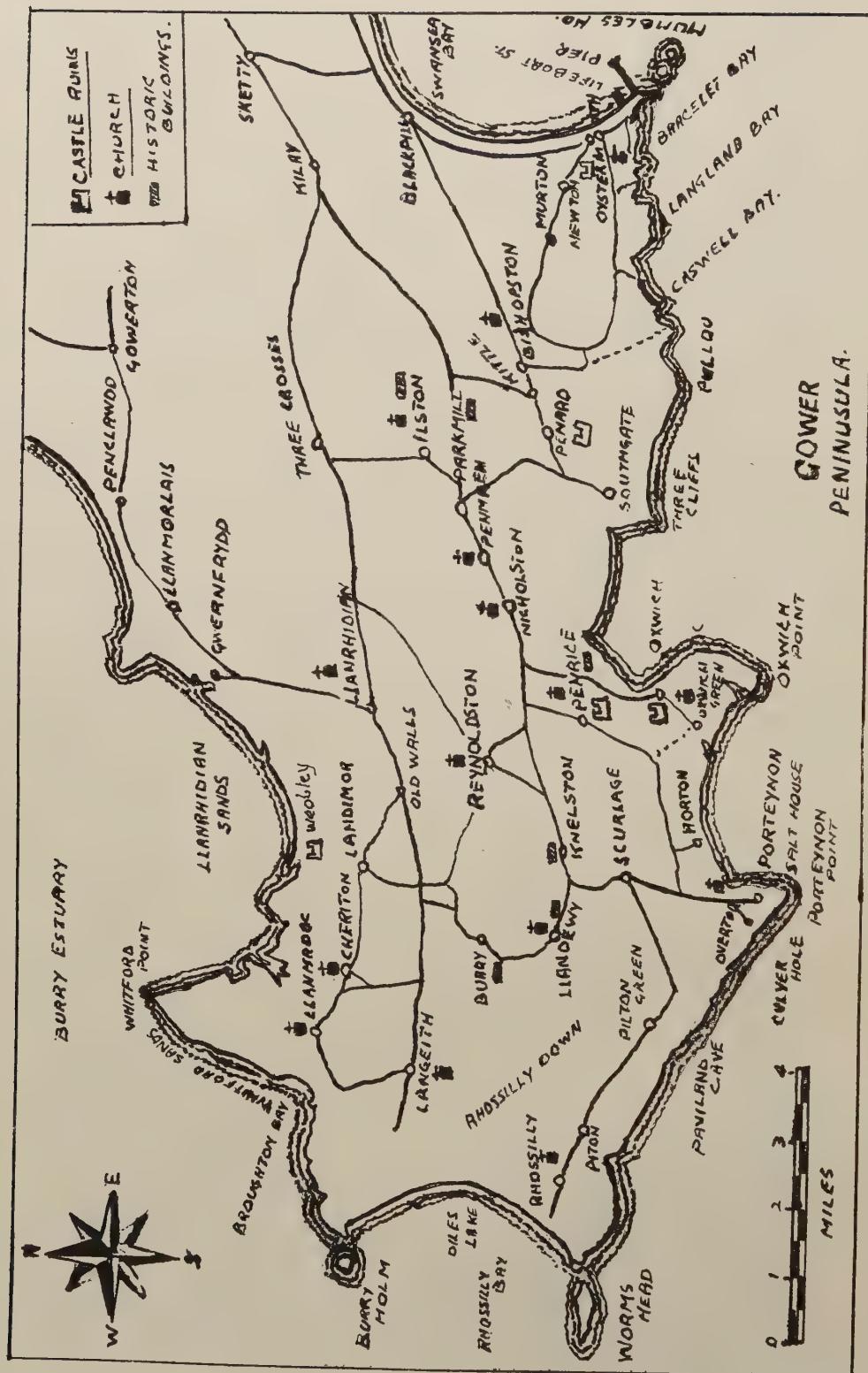
The educational system of those days took the form of graded progression for the children from infancy to school leaving age, with opportunities to advance via secondary, to grammar school level by examination. For this, Dynevor was graded as secondary and Bishop Gore, which was built in 1851 and situated on Mount Pleasant Hill, offered free scholarships from all elementary schools. Llwyn y Bryn, a large house on Walter Road, offered girls the same opportunity as Bishop Gore offered for boys.

The problem still existing was the provision of teachers and their training. To overcome this, the Training College was built on Cwm Gwyn Farm on the Sketty side of Townhill and here teachers were trained, not only for Swansea, but for many other parts of West Wales. Swansea-trained scholars filled many important positions in England and Wales. The teaching was always of a very high quality and children who had ability were always given the opportunity to advance. Such was the standard of the Education Board in our town in those days. The result has been to produce, over the past hundred years, a number of fine scholars, men and women who have shown an example to the rest of the world. Whether a new system can produce better citizens

is a matter of opinion, but one is bound to feel a vast amount of money is being spent in the hope of producing a better educated community, in such a way as to create a body of people only anxious to get something for nothing; an easy way of getting by. Too little discrimination is exercised in the work of a menial kind, while others have been left out of the system who are more suited to fill important positions.

The rapidly increasing population of Swansea brought problems for the governors of the Grammar School (Bishop Gore). It was realised that the school in Goat Street was far too small and too badly equipped to cater for a town the size of Swansea. The school, which had been in existence for hundreds of years, had turned out many fine scholars who had made names for themselves in their different walks of life, was now too small and old-fashioned and totally inadequate to fulfil the duties of a modern Grammar School. The Mansel family, many of whose sons had been educated in the Grammar School, came forward with a very generous gift; they bequeathed the royalties received from coal mining on Aber Farm to the governors to build a new school. The site chosen for the new school was on Mount Pleasant Hill. George Grant Francis, another ex-scholar of the school, and one who was very much a force in the progress and development of Swansea, enthusiastically lent ideas during the process of its building which were not appreciated by the architect or contractor and caused much discontent, which resulted in the architect refusing to continue unless he ceased to interfere and eventually the architect withdrew from the contract altogether and it is recorded that Francis completed the job himself. The school was completed in 1851 and played a large part in the educational system of the town. In 1941, enemy action severely damaged parts of the building. After the war, a new building was erected in Sketty. It lost its Grammar School status in 1970, when the town went over to the Comprehensive system of education.

Swansea had its first university education in 1920 when Singleton Abbey, the



former home of the Vivian family, together with the surrounding parklands, became the possession of Swansea Corporation. The Abbey, although a very large mansion, was not large enough to house all it would be required to cater for and, at that time, labour and materials were in such short supply that it became necessary to use old army huts as lecture rooms. In this small way the University of Swansea was commenced. At first, the early years of its life was directed towards the Faculty of Technology, Metallurgy and Mineralogy being the main subjects. The progress of the University was restricted between the first and second World Wars and it was not until 1945 that the real progress took place. Then a programme of building was embarked upon which has resulted in the magnificent institution we

have in our town today, and is part of the Federated Universities of Wales.

One of the first of its governors was Mr. Lewis Jones. He played a very large part in its progress during his life, and held office as one of its governors from the start in 1920 up until his death in 1968.

The first Registrar of the University was Mr. Edwin Drew, a man devoted to his job, who never failed in his efforts to benefit the University.

Today we have a number of fine new schools and an educational system to be proud of.

Dylan Thomas, Swansea's distinguished poet, was educated at Terrace Road school. He passed the scholarship and went then to Dynevor Secondary School.

GOWER

GOWER, or, if you spell it the Welsh way, Gwyr, is a region of wonderful scenery unsurpassed for its variety of exquisite charms and always inviting. The whole area is one of pastoral grasslands, moorlands and wind-swept common land. It's beautiful rock scenery may claim to be unequalled and the charming bays with smooth sands provide perfect sea bathing. There are interesting caves to explore from Mumbles to Worms Head, the whole way rich in beauty and glorious views. Interesting castle ruins, ancient churches, woods and dales and picturesque villages, what more in this world of hurly-burly could one wish for? A place to spend a holiday, relaxing and exhilarating. But this enchanting playground on the edge of Swansea has been the scene of many fierce and bloody battles, its castles have been built and razed to the ground and built again and now bear the scars of time. Its mansions have housed great warriors, great scholars, great inventors and great villains, its caves have been the shelter for prehistoric man. It has a history thousands of years old.

Let us go back in time and try to

bring to life again some of the events of early life that took place on this historic soil. Let us go back to when Canuudda divided Wales between his eight sons. This part became the area governed by Brynchein, together with what we now know as Breconshire. On his death, the area was divided between his two sons and Wyr, the eldest, was given the area to the south, while Brechion had the area to the north. It passed from generation to generation after many family disputes of ownership until it came under the rule of Prince Clydog and, on his death, to Hywel Dda. During this time the county of Wyr covered an area from the Loughor estuary to the Ned (Neath) river and from the sea to Brecon, it was not then a part of either Glamorgan (Morganwy), or Carmarthenshire (Deheubarth). It is recorded in some versions of Gower history that Hywel Dda resided in Gower for a time and many different places claim to be the place where he lived, but after his marriage to Ellinor, daughter of the King of Pembroke, he went to live at Llandeilo at the first Dynevor Castle, where he died in 948.

With the death of Hywel, Wales returned to a period of tribal wars and in spite of the efforts of his grandson, Maredudd, to emulate his grandfather's achievements, pillage and plunder again spread throughout most of Wales. The Goibels, from Ireland, came again at this time, when Gower was under the control of Cradog. Cradog lived at Penrhys, where he bore an uneasy crown during these uprisings.

In these days of easy transport you can travel to the remote areas of this beautiful peninsula and on your way, visit many historic places. You can travel on tarmac roads, in comfort. Let us then visit some of these places and talk about them. as we go.

There are many stories recorded in the many different history books that have been written about Wales, how true these stories are, cannot always be ascertained, as there are very few authentic records in existence today from which one can present a complete picture of the lives of our early ancestors. There has been a great number of stories of events passed down from generation to generation and, in the process they have been added to or distorted, by successive narrators.

Stories about Gower are no exception. For instance, the stories told about Einon ap Howel have different interpretations in many books I have read. The story that he landed at Porteynon with a determination to drive the Irish Black Pagans out of Wales is probably true, but he must have forgotten his primary objective when he marched on Oxwich Castle where Cradog lived peacefully with his family and ruled over Gower, content and with little or no interference from the Irish, and with his small army of followers he was well able to keep the Irish at bay. Here Einon fought and conquered Oxwich and Cradog died defending his holding. Einon destroyed Cradog's castle before going to Cennen, (now Llangennith), here he found the Monks quite peacefully working in the old monastery and passed on towards Penllergaer, but before he got there he was met by a force of Welshmen at Gorseinon where he is recorded as having got killed by his horse getting stuck in a bog and Einon, being disarmed, was unable to

defend himself. Yet, in another recorded version it was stated that Einon ap Howel died peacefully at his home in Dynevor Castle in 986.

Both Porteynon and Gorseinon take their names from the events that had taken place in these districts, but both names are modern names. The old name for Porteynon was Porthwyr (Port of Gower) and Gorseinon was Gorseplas (a place of marshes). It is recorded that Einon once resided at Porteynon when he was given control of the area by his father Clydog. Porteynon has much more history than the fact that it was a residential spot for Einon. As its name implies, it was a port where ships came and went from as far back as Roman times and where smugglers based their activities ; Culver Hole, which lies a little west of the village, holds many secrets and a walk to this spot is well worth the effort. The ruins of Salt House, on the west of the bay, was the home of one John Lucas, a gambler and smuggler. He was the son of David Lucas, a descendant of a Norman family who once lived at Brinefield near the village of Reynoldston. John was a wild young man and it is said that an underground passage joined his house to Culverhole where most of his smuggled goods were stored. Many stories have been told of the way he attracted ships to their doom on the savage rocks between Longhole and Porteynon Point.

Before the battle of Cefn Bryn, when the Normans, led by Henry Beaumont, swept down on the Welsh inhabitants of the Gower area, the peninsula was sparsely populated by a farming community living a peaceful existence under the Hywell Dda laws. The area was divided into several communities after the death of Cunedda's son, Brychien, and Wyr, Brychien's elder son, became ruler of this, the southern part of his late father's holding. He, in turn, appointed squires of smaller areas who were responsible to him for taxes and tithes and were required to maintain an army, according to the size of their holding, which Wyr could call upon in case of attack. These squires were permitted to build mansions to house their families and retainers and also to

build fortifications against tribal attacks.

When, in later years, the Normans came, it was from these small armies that the nucleus of Jestyn's army came to oppose the invasion of Gower. Supplemented by the peaceful residents, this army met the Normans at Cefn Bryn, but their combined strength was insufficient to hold back the Norman hordes. The Normans, it is recorded, swept through the peninsula killing any who opposed them and destroying everything in their wake. It is said that the area was left like a desert, a situation the Normans were soon to regret. Those who escaped sought refuge in the north western areas of the peninsula in lands ruled by Morgan Gam and known as Llandimor (Church near the sea). This area had been outside the path taken by the Normans. When the Normans realised that they had devastated the areas that could feed and sustain their armies, they cunningly came to an agreement with Morgan Gam, who was an old man, that if he would supply them with food, they would leave him in peace as squire. Gam could do nothing but agree. The story of the Gam family is related in another part of this book.

Henry Beaumont considered Gower a key area in the defensive stratagem for the area allotted him in the feudal system of Norman rule, and he proceeded to fortify it. Finding himself short of slave labour, there being few prisoners taken at Cefn Bryn, and few male locals left in his conquered area, he arranged for the importation of slaves from other parts of the country where there were more than were required. Most of these came from Wessex — Somerset, Dorset and Devon. These were shipped across the Bristol Channel in vessels that had been used for the invasion of 1066 and were landed at Swansea, where a trading fleet was stationed, and distributed among the various segregated areas. These, together with a few of the technicians who came from France to assist William of Normandy to organise his conquered land, were the people who built the first castles in Gower.

Under Norman rule, Gower became a prosperous area; strict rules governed the actions of the people and while the

people obeyed these rules, they enjoyed a peaceful and progressive existence.

With succeeding Lords of the Manor, the system of slave labour gradually became less a method of exploitation of the male members of the community. This came about more by circumstance than by desire and was due to the Norman law that only the eldest son was entitled to benefit from the father's death. The remainder of the male issue would have to be content with such positions as smallholders on the estate belonging to the Manor. To enable these male descendants to work their smallholding, one slave was allotted and this usually meant that much of the work would have to be done by the disinherited descendant. During their father's life, these unfortunate sons would have enjoyed a life of ease and luxury and the new life, which they were now compelled to live, did not come easy and so they would employ any method to try and get other slaves to work with them. Bribes for more freedom and better food were used, with increasing success, to entice slaves with the result that better treatment and better food was forced upon all slave owners and slave labour was soon abandoned altogether.

This new freedom brought about a system of enclosed area farming. Hedges were built to enclose the farming area and for those who were allotted an area, tithes and produce had to be delivered to the Lord of the Manor as payment. This proved a much better proposition for the Manor Lords than the previous method of mass farming with slaves driven on by slave-drivers, there was more contentment, too, among the local residents who now enjoyed a much freer existence. In place of the fierce slave-drivers came farm Bailiffs who could often be bribed to the benefit of the farmer.

Marriages were now much more frequent, and illegitimacy less frequent, home and family life soon found expression in this new freedom, a better community life spread around the Manor area and was, undoubtedly, the beginnings of the Gower society; a closely knit community bound together by the sufferings of past years.

This peaceful and industrious existence being enjoyed by the residents of Gower was not to last as time passed into the fifteenth century. Owain Glyndwr, with no other reason but to destroy all traces of Norman prosperity, and an inborn, insatiable lust for power, swept down on this beautiful land and destroyed everything that he thought was of Norman origin. Beautiful castles, manor houses, farms and what industries there were, and in particular the cloth weaving mills of Llangennith. Those residents who resisted were ruthlessly killed without mercy, and the country left in a state of ruin. The result of this rampage remains today, little of the property was rebuilt, but the grandeur of the past is still evident to those with imagination.

From those beginnings rose the Gower of today, among its people one can find a mixture of Flemish, Wessex, Norman and to the north, Welsh. These descendants, after many inter-marriages, are jealous of their land, but not too proud of their heritage; that their forefathers suffered much is of no doubt, but that they produced a race of fine men is evident by the heroism they have displayed.

With the introduction of a national monetary system, an agreed rental was charged and payment in coin replaced the barter system of trading previously used. Labour, too, demanded payment in coin and the system of trading which to this day has never been changed, began to spread throughout the country.

And now, with this brief history of Gower in mind, get into your car and make the trip through this land. You'll find few places in Wales so full of wonder and delight.

As you drive leisurely along the roads out of Swansea and make for the wonders of Gower, you pass through Sketty and Killay, both of which were, at one time, farm areas of the Gower Peninsula, but now, thickly populated suburbs of Swansea. At Killay you will find the Black Boy Hotel; the three mile point from the old borough boundary, where, in the days before Sunday opening of licenced premises came into force, it was possible to obtain all the drink you wanted on the

Sabbath, but you would have to walk the three miles to get there, and proclaim yourself a traveller. The hotel you would see is a modern building, but on or near it there once stood a travellers rest and horse trough. In some early writings of Gower, the hotel was called "Buller's Tavern" and is supposed to have brewed its own ale.

At the fork road a little further on, the best road to take would be to the left and descend the hill, over the railway bridge, then climb again to Fairwood Common. Taking the left fork a little further on, you pass the aerodrome, Swansea's Airport. At the end of the common you would see a small cottage, this was once the toll house and stood on the junction of three roads; one to Kittle, one to Parkmill, the other to Ilston. At Ilston the first Baptist Church in Wales was built by John Miles and Thomas Prowde. On the road to Parkmill you will pass two mansions. On the right-hand side of the road is Langrove House, a modernised house now, but was once the home of Henry Beaumont's chief officer; Cecil de Langton. A little further on, and on the right-hand side of the road is Kilvrough Manor, built in the fifteenth century by Richard Dawkins, a Cornishman who came to the area to work the limestone quarries at Rhossilli. The descendants of these two families, after inter-marriage, were responsible for many of the nobility living in the area in later years. From here you descend the hill to Parkmill and on reaching the village you encounter the Gower Inn. If you stop here for some refreshments, you will probably sit in the parlour in which many coach passengers of older times sat as they waited for a further pair of horses to join the team for the big pull up Penmaen Hill. Having satisfied your thirst, you will proceed up this hill in a more comfortable manner than those early coach travellers did and drive on to Penrice. On your way there you will pass through Nicholston, or you may stop there and visit the small church and wonder at its beauty. The age of this church is uncertain, some will tell you that it is the original and was built in the fifteenth century, others say the original church was nearer the sea and

was desanded and buried with the village in the sixteenth century and that this church was a copy built in 1720 and renovated in 1894 by Miss Olive Talbot, a descendant of the Mansel family. The bell in the tower is said to have been recovered from a wrecked Dutch ship which went aground near Tor Bay and broke up in heavy seas.

As you pass along a road, hedged on both sides, you are suddenly confronted with what, at first, you will think is a very ancient castle entrance. It is an entrance, but is not ancient, it is the entrance to Penrice Castle. This Norman-style structure was built to correspond with the renovated ruins of the original Penrice Castle in the early part of the nineteenth century. If you enter the spacious grounds into which the gateway leads, you will find two castles, one a ruin and the other a palatial near-modern manor house. The ruins are the remains of a castle built by Jestyn ap Cradog to restore the one destroyed by Eynon in the early part of the eleventh century, and in which his father, Cradog, was slain. It was again destroyed by the Normans in their rampage through Gower in about 1100 after the battle of Cefn Bryn. The Manor House you see is the second to be built on that site. The first was recorded as having been built by Sir Henry Beaufort, the father of Margaret Beaufort, to whom Edmond Tudor was married, and where she was born. This Manor House was occupied in turn by all the senior Lords of the Manor of Gower up until the fifteenth century, when Oystermouth Castle was built by William de Breos and the Lordship was transferred there. At that time the first Manor house was demolished and the present mansion built. It was designed by the French architect, Slade, its facade was neither French nor English, but in fact was a creation of the Dutch officer, Vanderburge, who was descended from a Dutchman who married a Norman lady in Normandy and came over with William of Normandy in 1066. Young Vanderburge married a descendant of Rhys ap Thomas (who was Aide-de-Camp to Jestyn at Cefn Bryn) and adopted the name of Penrhys. Many generations of this family

lived at Penrice and by marriage to a daughter of this descent, the Manor House came into the possession of the Mansel family and by similar circumstances, to the Talbots, the Rice-Talbots, the Mansel-Talbots and the Blythswood families. It has a great history of good and bad owners and was the birthplace of many distinguished Gower personalities. It was the hiding place of Henry Tudor when he returned from France before the Battle of Bosworth Field and it was there that he first met his wife, when, as a small child, he visited his aunt, Lady Elizabeth Beaufort, the wife of Sir William Herbert, who became Lord of the Manor after William de Breos.

As you pass on, you will see on the roadside a finger post pointing the way to Reynoldston. Here, your guide book will tell you, near this village King Arthur's stone is to be found, and, on enquiring of its whereabouts, you will learn that it is situated at the top of the hill and if you have time to listen, you will be told of many fables relating to this megalith. You will proceed up the hill and, with a little difficulty, you will find the stone. You will wonder how this great mass of stone got there; it weighs over twenty tons and is resting a few feet from the ground on four stone supports (at one time there were nine supports). You will probably form an opinion as to how it was raised off the ground, the experts say that it was never raised, but by digging holes for the nine supports first, then placing the supports in position, then excavating the earth around and under it, you would obtain this result. This is a possibility, but who can say in truth how this cromleth was constructed.

The hill upon which you have been standing is Cefn Bryn and it was here that the last resistance of the Welsh armies of South Wales against the invading Norman armies was made. The battle was fierce and bloody and Gower people tell you that you must not scratch the earth or you may disturb the bones of the victims of this terrible encounter. You must not take the stories that the old Gowerians will tell about King Arthur, too seriously, when you remember that the story of King Arthur was a creation of the

mind of one Thomas Malory, written in 1467 and printed as one of the first books by Caxton, as a presentation to King Edward IV. This mythological character has since been eulogised by many writers and not the least by Alfred Tennyson.

You descend the hill the way you came and pass the village of Reynoldston, nicely nestled in a garden-like setting, in summer time it presents a pretty picture and typically English styled. The birdsong may be hushed as you pass through, but if you tarry awhile and listen, you will experience, as I have done, the feeling that Nature here has provided the natural acoustics which seem to echo and enhance the twitter of sparrow and song of thrush and blackbird, the buzz of the bee, too, seems a song of delight. Most of the property here is near-modern, with the exception, perhaps, of Brinfield Manor. There is no recorded history of this house or of the village of Reynoldston in the manuscript room of the British Museum, where Norman residences are listed, so it is probable that this Manor house is of a very much later date. It is known that the Lucas family once lived here, and also that a member of the Dawson family once owned it. The Dawsons lived at a mansion a little further on; Stouthall, now a hospital. There were many descendants of this family spread over Gower. The Stouthall you see now was probably built in the early part of the eighteenth century, its appearance is typically Georgian. The oldest building in Reynoldston is undoubtedly the church and was probably built in the fourteenth century and suggests some Norman connection because, in spite of their stern and cruel character, they were devout Catholics. It also suggests that there were Normans residing in the vicinity and that they built this church with slave labour, as they built most of their castles and churches.

As you proceed on your journey and return to the main road, turning right, you will pass through Knelston where you will see the ruins of a church which is about the same age as Reynoldston Church and similar to many churches you will find in parts of Gower. You pass on to the junction in the road which leads to Port-

eynon and then on to Llandewi. Here once stood Hentlas, a Norman Manor House, in which lived Cecil de Langton and from which he carried out his duties as, to use a modern term, controller of labour, slave and otherwise. The manor, now stripped of its glory and little of it left, forms part of a farmhouse. The church at Llandewi was once the Bishops Palace.

A little further on, keeping to the same road, you come to Landimor, where you will see the ruins of Weobley Castle. It was here that the Gam family lived and where Margaret Gam was born. Married to Gilbert Tauberville, she was the mother of many children and the grandmother of the first Countess of Warwick. Her eldest son, Richard Tauberville, was the squire of the Manor of Landimore when the area was returned to the Tauberville family. Another member of the Gam family was David Gam, who fought with Henry V at Agincourt and was created Knight Baneret of Agincourt. Yet another was Sir William Herbert.

Perhaps by now your day is far spent, but you need not return to Swansea the way that you came. Turn right and return via Old Walls and then on to Llanrhidian. Here you will encounter a change and enter a modern new village, at least it will appear so with its modern housing estate. But Llanrhidian, like all other Gower villages, has a history. It was here that the Normans set up their weaving mills to meet their clothing requirements instead of importing their fine clothes from France and England. The gaiety and splendour of their functions demanded fine cloths for their attire and this was one of the places where these cloths were weaved. Cloth had been woven in Llanrhidian before the Normans came and this is probably the reason why the Normans chose the area to set up, with their own technicians and tailors, an industry which lasted in that area until quite recently. Here, again, you will find the ruins of an old church, which is reputed to have been built in the fourteenth century. Certain renovations have been carried out to the church, which is in use today. Following the same road, you will reach Llanmorlais, here you will be entering into the only

industrialised area of Gower. Coal and tinplate have been worked here for centuries. Further on, you will pass through Penclawdd, where the Vivian family of Swansea first set up a copper works. There is no industry there now, but Penclawdd is always remembered for cockle fisheries. Before reaching Swansea on this road, you will pass through the town of Gower—Gowerton, the only large town on the peninsula. It was fully industrialised with steel and tinplate works until the advent of more modern methods of production were centralised in Swansea and Llanelli. It is now more of a residential area.

On this journey you have travelled over much of Gower, but you have not touched the south or the northern areas. The rocky coast with its dozens of beautiful beaches is well worth a visit and, perhaps, another day you will do so; Pennard, Hunts Bay, Three Cliffs, Tor Bay and Oxwich Bay are each popular holiday spots and well worth a visit.

The Gower coast is full of wonderful caves for those who like to delve into antiquity, you can never tell what you may find, their mysteries have, surely, not yet been exhausted.

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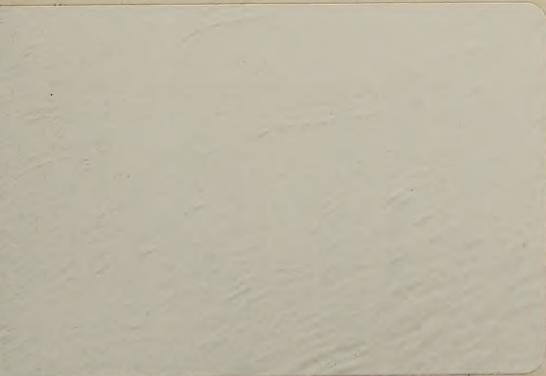
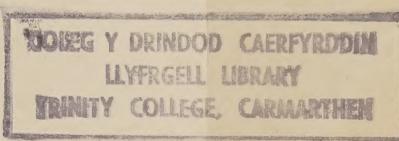
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SWANSEA

BY

FRANK TYRELL



North Dock, South Dock and New Cut. 1861.